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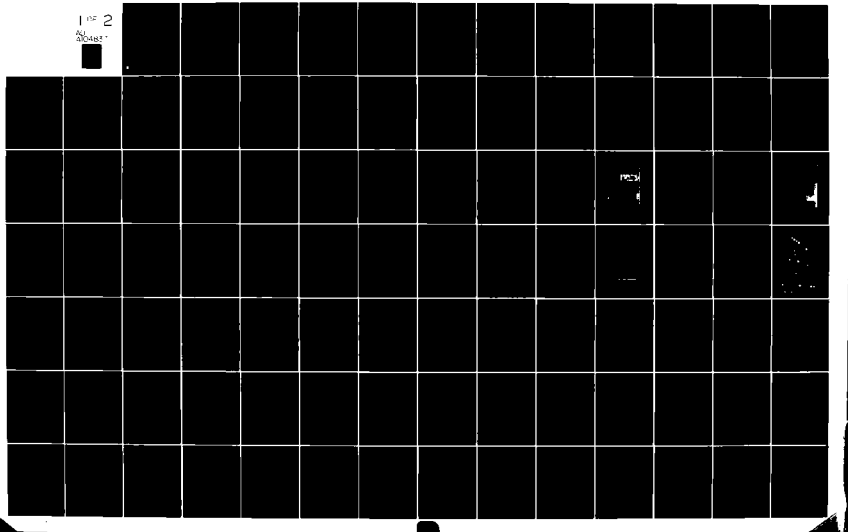

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Department of Transportation Data Communications Requirements Analysis

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NETWORK ANALYSIS CORPORATION
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July 1981
Final Report

US Department of Transportation
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16. Abstract

Data communications requirements are documented for eight Department of Transportation (DOT) administrations and offices; data communications and data transmission characteristics have been identified. Results are presented as: summarized agency requirements which profile the total DOT environment; individual administration requirements which profile, in detail, each administration environment; codified terminal information presented in a machine readable data base format for all agency requirements.

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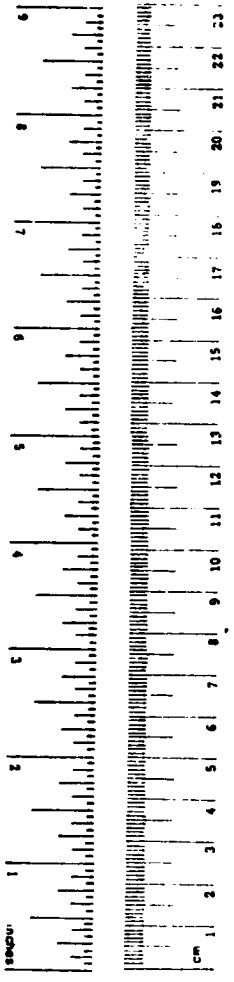
METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

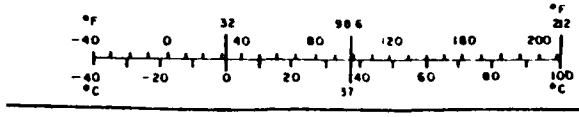
Symbol	When You Know	Multiply by	To Find	Symbol
		LENGTH		
in	inches	*2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.5	meters	m
mi	miles	1.6	kilometers	km
		AREA		
in^2	square inches	6.5	square centimeters	cm^2
ft^2	square feet	0.09	square meters	m^2
yd^2	square yards	0.8	square meters	m^2
mi^2	square miles	2.6	square kilometers	km^2
	acres	0.4	hectares	ha
		MASS (weight)		
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
		VOLUME		
tsp	teaspoons	5	milliliters	ml
Tbsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.95	liters	l
gal	gallons	3.8	liters	l
ft^3	cubic feet	0.03	cubic meters	m^3
yd^3	cubic yards	0.76	cubic meters	m^3
		TEMPERATURE (exact)		
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

*1 in = 2.54 (exactly). For other exact conversions and more detailed tables, see NBS Misc. Publ. 286, Units of Weights and Measures, Price $2.25, SD Catalog No. C13.10:286.



Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
		LENGTH		
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
		AREA		
cm^2	square centimeters	0.16	square inches	in^2
m^2	square meters	1.2	square yards	yd^2
km^2	square kilometers	0.4	square miles	mi^2
ha	hectares (10,000 m^2)	2.5	acres	
		MASS (weight)		
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	
		VOLUME		
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m^3	cubic meters	35	cubic feet	ft^3
m^3	cubic meters	1.3	cubic yards	yd^3
		TEMPERATURE (exact)		
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



PREFACE

The Department of Transportation is developing and expanding its data communications network. Its present communications capabilities will be enlarged by 1983. This requirements analysis lays the groundwork for this expansion by identifying data communications and data transmission characteristics for the eight Department of Transportation Administrations and Offices.

The data collection approach used to gather the necessary information is described. The requirements are summarized for both the present 1981 levels and the projected 1983 levels. The individual administrative requirements are then detailed for the Office of the Secretary (OST), the U.S. Coast Guard (CG), the Federal Aviation Administration (FAA), the Federal Highway Administration (FHWA), The Federal Railroad Administration (FRA), the National Highway Traffic Safety Administration (NHTSA), the Research and Special Programs Administration (RSPA), and the Urban Mass Transit Administration (UMTA). Data communications and data transmission requirements are given for each of these agencies. Finally, terminal information for each of the DOT terminals is listed in the appendix.

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SECTION 1

INTRODUCTION

1.1 BACKGROUND

The U.S. Department of Transportation (DOT) establishes the nation's overall transportation policy. Under its umbrella there are eight administrations whose jurisdictions include highway planning, development, and construction; urban mass transit; railroads; aviation; and the safety of waterways, ports, highways, and oil and gas pipelines.

Several years ago, the DOT initiated activities to identify possible requirements sets within each of the administrations which may be appropriately served by the National Airspace Data Interchange Network (NADIN) or other alternative shared data communications networks. The first step in this activity has been to form a working group for initial identification and characterization of DOT data communications requirements. The initial survey, which covered four organizations and identified nine data systems as candidates for alternative network support, indicated approximately 220 geographically dispersed terminals serving approximately 9 different systems on computers at Oklahoma City and Washington, D.C. Planned growth includes at least 450 more terminals for three new systems involving at least one new computer complex. The magnitude of the requirements clearly suggests one or more common data communications approaches may be beneficial.

The data presented in the initial requirements survey, however, are not complete and must be refined and validated in order to be effectively used in assessing the viability of any common network approach. In addition, several more technical and management issues must be addressed before the potential benefit of shared support of the DOT requirements can be realistically assessed.

Network Analysis Corporation (NAC) was tasked to refine, complete, and validate the DOT data communications requirements. The process was iterative and has necessitated a close working relationship with DOT personnel and NAC representatives.

As the study progressed, additional data systems were identified as potential candidates for integration into a common DOT networking approach. To assure development

of a complete agency profile, all data systems identified during the study have been included in this memorandum. The requirements data collected during this study do not include traffic, protocol or performance information. Consequently, prior to performing a feasibility analysis of alternative network strategies these requirements must be identified.

1.2 SCOPE

An analysis of DOT data communications requirements has been performed for the following eight offices and administrations:

1. Office of the Secretary (OST)
2. U.S. Coast Guard (CG)
3. Federal Aviation Administration (FAA)
4. Federal Highway Administration (FHWA)
5. Federal Railroad Administration (FRA)
6. National Highway Traffic and Safety Administration (NHTSA)
7. Research and Special Projects Administration (RSPA)
8. Urban Mass Transit Administration (UMTA)

Only the administrative portion of FAA requirements are included in the scope of this effort.

System synopses have been developed for each DOT office and administration. Summarized functional, data transmission and data communications requirements are qualitatively reviewed.

Furthermore, a common requirements profile, including a machine readable data base of tactical factors, has been developed. The data base tracks specific terminal information including: location, equipment type, circuit and host characteristics.

1.3 ORGANIZATION

This working memorandum is presented in two parts. Part I is organized as four sections. Section 2 describes the analyses approach and, in particular, discusses the requirements information which has been collected. Summarized DOT requirements are reviewed in Section 3; individual office and administrative requirements are presented in Section 4. Part II of the memorandum, presented in Appendix A, details specific terminal information for each DOT office and administration.

SECTION 2

DATA COLLECTION APPROACH

Data communications requirement information has been collected primarily through interviews with DOT administrative representatives and review of relevant agency documentation. The data collection process was iterative. NAC conducted interviews, documented requirements information collected from the interview sessions, and presented a documented summary of requirements to appropriate administrative representatives for validation and correction. The refined information for each administration appears in this memorandum.

Requirements information has been collected according to data systems. For each terminal node, tactical factors identifying organizational, terminal, circuit and host requirements were specified and translated into a machine readable data base. Figure 2.1 lists those tactical parameters; Appendix A cumulates the requirements for all DOT administrations. Given specific tactical requirements information, a summary of functional data transmission and data communications characteristics has been presented for each DOT data system.

Agency data communications data have been collected for two time periods: 1981 and 1983. In some instances, projected requirements were not specified to the level at which they were able to be translated into quantifiable tactical factors. For those systems, only existing requirements have been identified.

- Organizational Information

  1. Administration Identifier
  2. Administration Contact

- Data System Information

  1. Office
  2. Program
  3. Application

- Location Information

  1. City
  2. State
  3. Area Code Exchange

- Terminal Equipment Information

  1. Type
  2. Model
  3. Synchronization
  4. Number of devices

- Circuit Information

  1. Type
  2. Speed
  3. GSA Identifier

- Resource Information

  1. Center
  2. Host Type

FIGURE 2.1: TACTICAL FACTORS

SECTION 3

SUMMARIZED DOT REQUIREMENTS

Data transmission and data communications requirements are summarized for the Department of Transportation as follows:

- 8 administrations with 27 data systems for which quantitative data communications requirements have been identified (Figure 3.1).

- Approximately 750 terminals will be operated by the close of 1981 with plans to expand to 1700 devices by the end of 1983.

- FAA administrative systems and CG, the largest users of terminals and communications facilities, operate 67 per cent of all DOT terminal equipment (Figure 3.2).

- Data terminals are primarily low-speed, asynchronous teleprinter and alpha-numeric display units.

- 30 percent of all DOT terminals are installed in Washington, DC.

- Two major DOT computer centers currently provide processing support: 1) Transportation Computer Center (TCC); and 2) FAA Aeronautical Center. A third complex, Coast Guard Operational Computer Center (OCC), is scheduled for implementation shortly.

- 80 percent of the processing requirements of data terminals are supported by DOT computer systems; the remaining devices utilize time-sharing services (Figure 3.3).

- By 1983, approximately 75 percent of all DOT terminals are planned to access their respective computer systems via long haul communications facilities. Long

ADMINISTRATION	SYSTEMS
OST	• General Administrative • Transportation Automated Office System (TAOS)
CG	• Administrative • Operational
FAA Administrative	• Aircraft Management Information System (AMIS) • Personnel Management Information System (PMIS) • Uniform Payroll System (UPS) • National Flight Data Center (NFDC) • Instrument Approach Procedure Automation (IAPA) • Consolidated Accounting System (CAS) • PLATO
FHWA	• Research and Development (R&D) • Direct Federal Construction (DFC) • Financial Management Information System (FMIS) • Bureau of Motor Carrier Safety (BMCS)
FRA	• Safety (SAF) • Policy (POL) • Federal Assistance (FA) • General Administrative • Testing

FIGURE 3.1: DOT DATA SYSTEMS

ADMINISTRATION	SYSTEMS
NHTSA	• Research and Development (R/D) • Enforcement (ENF) • General Administrative • Safety (SAF)
RSPA	• General Administrative
UMTA	• Research and Development (R/D) • Grant and Loan (G/L)

FIGURE 3.1: CONCLUDED

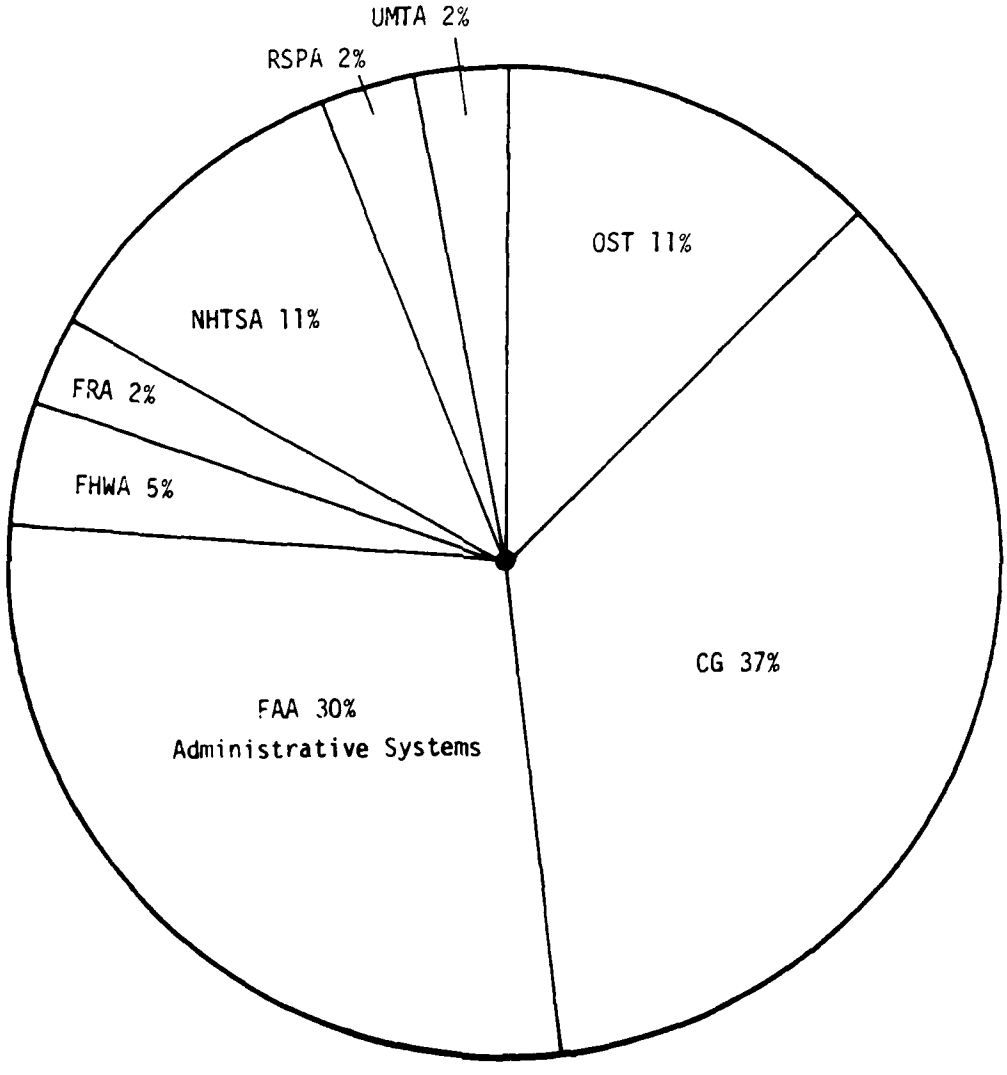

FIGURE 3.2: DOT TERMINAL POPULATION BY ADMINISTRATION (1983)

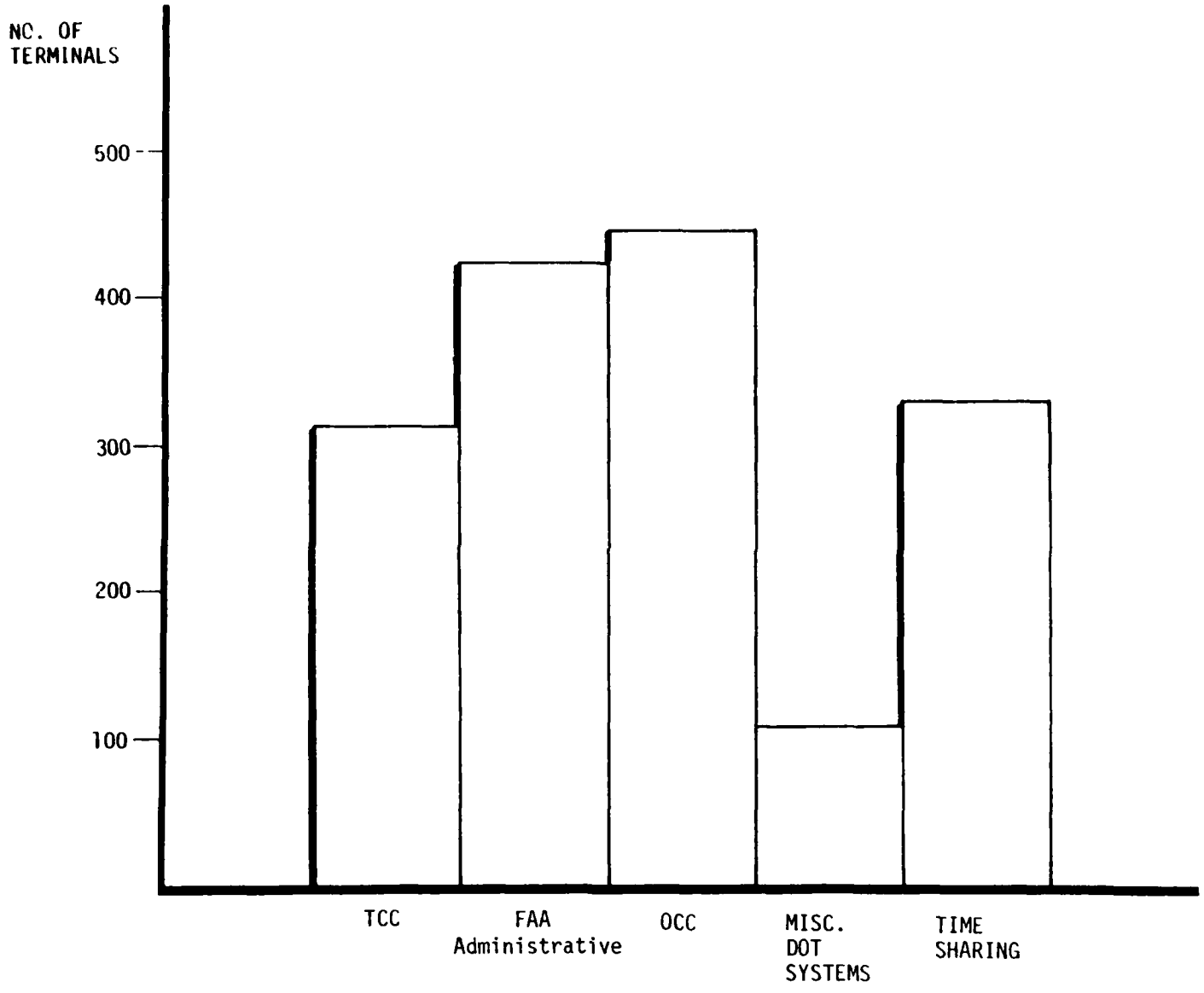

FIGURE 3.3: DOT COMPUTER SYSTEMS

haul communications include dial, dedicated or Value Added Network (VAN) facilities.

Summarized DOT requirements are discussed in detail in the following subsections. In particular, data transmission characteristics, and data communications requirements are reviewed.

3.1 DATA TRANSMISSION CHARACTERISTICS

The eight administrations of DOT currently operate 754 data terminals; plans include expansion to 1,661 units by the close of 1983. Figure 3.4 summarizes the current and projected terminal populations of each administration. As indicated, through 1983, the CG and FAA administrative systems are anticipated to operate the greatest number of devices: 605 and 543, respectively. The growth projections of the six remaining administrations are not quantified at this time, hence, the 1983 terminal populations for those administrations are fixed at the current levels.

DOT terminals are predominantly low-speed, asynchronous devices which transmit at 300-1200 bps speeds. The units, a variety of many manufacturer and model types, are a mix of alphanumeric display units, teleprinters, RJE, programmable and graphic devices. However, alphanumeric and teleprinter terminals are primarily used.

The Agency's terminals are located within the Continental U.S. (CONUS) as well as Noncontinental U.S. locations including Alaska, Hawaii, Puerto Rico and Guam. Approximately one third of the CONUS terminals are installed within administrative headquarters buildings in Washington, DC. The 1983 distribution of DOT terminals is given in Figure 3.5.

DOT terminals are located in approximately 110 cities within the CONUS and NONCONUS. Ten of the locations, identified in Figure 3.6, have greater than ten terminals.

3.2 DATA COMMUNICATIONS

DOT data communications are predominantly supported by long haul connections which include DDD, FTS, dedicated lines and private administrative networks. The CG and FHWA are currently procuring VAN services and by 1983 the use of VAN services will account for approximately one-half of all remote communications facilities. Figure 3.7 and 3.8 summarize 1983 DOT data communications.

ADMINISTRATIONS	NUMBER OF DEVICES	
	1981	1983
OST	185	185
CG	32	605
FAA (Administrative)	243	513
FHWA	18	95
FRA	35	35
NHTSA	176	176
RSPA	36	36
UMTA	29	29
TOTAL	754	1,674

FIGURE 3.4: DOT TERMINAL POPULATION

ADMINISTRATIONS	LOCATION DISTRIBUTION			
	HDQTS	CONUS*	NONCONUS	TOTAL
OST	183	-	-	185
CG	63	500	42	605
FAA (Administrative)	131	339	43	513
FHWA	7	85	3	95
FRA	19	16	-	35
NHTSA	72	101	3	176
RSPA	36	-	-	36
UMTA	19	10	-	29
TOTAL	532	1,051	91	1,675

* Continental U.S. locations not including Washington, DC Headquarters.

FIGURE 3.5: TERMINAL LOCATION DISTRIBUTION (1983)

Anchorage, AK
Atlanta, GA
Chicago, IL
Denver, CO
Honolulu, HI
Los Angeles, CA
New York City, NY
Oklahoma City, OK
Seattle, WA
Washington, DC

FIGURE 3.6: CITIES WITH GREATER THAN TEN TERMINALS

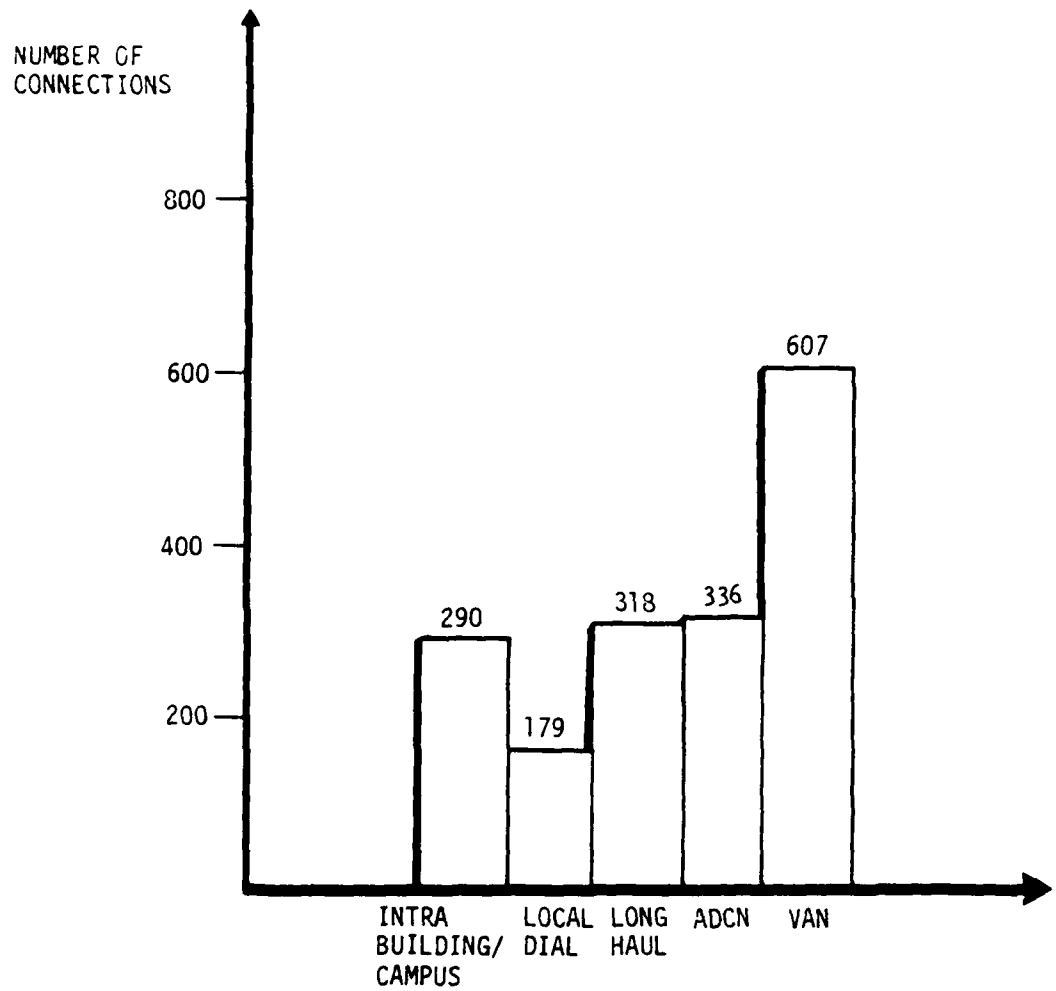

FIGURE 3.7: SUMMARIZED DOT DATA COMMUNICATIONS (1983)

ADMINISTRATIONS	TERMINAL ACCESS				
	INTRA-BUILDING/ CAMPUS	LOCAL	LONG* HAUL	ADCN	VAN
OST	166	19	-	-	-
CG	-	-	78	-	527
FAA (Administrative)	81	-	96	336	-
FHWA	6	18	-	-	70
FRA	16	19	-	-	-
NHTSA	2	123	101	-	10
RSPA	-	-	36	-	-
UMTA	22	-	7	-	-
TOTAL	293	179	318	336	607

* Long haul access includes DDD, FTS and dedicated facilities.

FIGURE 3.8: DOT DATA COMMUNICATIONS (1983)

DOT users access two major agency computer systems: 1) Transportation Computer Center (TCC); and 2) FAA Aeronautical Computer Center. A third complex, CG Operational Computer Center (OCC) is scheduled to operate shortly. As of 1983, DOT computer systems are planned to provide processing support to approximately 80 percent of DOT users. Several smaller DOT systems also provide processing support to approximately 7 percent of the agency user population. The remaining requirements are provided by time-sharing services. In particular, NHTSA accounts for half of all time-sharing use. With the exception of CG and FHWA, all administrations utilize the services of time-sharing systems. The most common vendors include: Informatics, Boeing, McAuto, Bowne and 1st Data. Figure 3.9 displays the number of terminals supported by each system.

Summarized data communications for each administration are as follows:

- OST and UMTA connections are predominantly intrabuilding access to TCC.
- CG currently operates a dedicated teletype network; plans anticipate the use of a VAN to satisfy future communications with TCC and OCC.
- FAA operates a private multiplexed network, Advanced Data Communications Network (ADCN), to support remote access to the FAA administrative computer center.
- NHTSA data communications are a mix of local dial and long haul access to time-sharing facilities.
- RSPA users access the Transportation System Center (TSC), a DOT computer complex, in Cambridge, MA; a multiplexed, dedicated line is utilized.
- FHWA users are primarily local to headquarters and accordingly access TCC via local dial or intrabuilding connections; within the near future, remote communications will be supported by a VAN.
- FRA communications consist of local dial access to time-sharing facilities and intrabuilding connections to TCC.

DOT traffic is predominantly interactive. Most users access a single host site. Transmissions are predominantly 110-300 bps or voice grade 1200-2400 bps speeds.

ADMINISTRATIONS	COMPUTER SYSTEMS TCC	FAA	OCC	OTHER* DOT SYSTEMS	TIME-SHARING	TOTAL
OST	166	-	-	-	19	185
CG	38	24	455	88	-	605
FAA (Administrative)	-	417	-	-	96	513
FHWA	95	-	-	-	-	95
FRA	-	-	-	16	19	35
NHTSA	-	-	-	-	176	176
RSPA	-	-	-	7	29	36
UMTA	22	-	-	-	7	29
TOTAL	321	441	455	111	346	1,674

FIGURE 3.9: DOT COMPUTER SYSTEM SUPPORT (1983)

SECTION 4

INDIVIDUAL ADMINISTRATIVE REQUIREMENTS

The following Department of Transportation offices and administrations are reviewed:

- Office of the Secretary (OST) — Section 4.1
- Coast Guard (CG) — Section 4.2
- Federal Aviation Administration (FAA) — Section 4.3
- Federal Highway Administration (FHWA) — Section 4.4
- Federal Railroad Administration (FRA) — Section 4.5
- National Highway Traffic and Safety Administration (NHTSA) — Section 4.6
- Research and Special Projects Administration (RSPA) — Section 4.7
- Urban Mass Transit Administration (UMTA) — Section 4.8

Summarized functional, data transmission and data communications requirements are subsequently presented for each office and administration. Detailed administrative requirements are presented in Appendix A.

4.1. OFFICE OF THE SECRETARY (OST)

The Department of Transportation is administered by the Secretary of Transportation, who is the principal assistant to the President in all matters relating to federal transportation programs. The Office of the Secretary focuses its attention largely on policy formulation, resource allocation, interagency coordination and program evaluation. Accordingly, the data communications requirements of OST correspond to those functions.

The Transportation Computer Center (TCC) is located in Washington, DC. While organizationally within OST, TCC's multidisciplinary technical staff provides support to all DOT administrations. TCC supports the processing requirements of all DOT administrations with the exception of the bulk of FAA's processing requirements which are supported by its own computer center in Oklahoma City, Oklahoma.

OST currently maintains approximately 200 data terminals, all installed within Washington headquarters; Figure 4.1 summarizes OST systems. The largest portion of the devices (60 percent) are operated as part of the Transportation Automated Office System (TAOS).

TAOS, an office automation system which provides intrabuilding communications to DOT headquarters, is maintained by TCC for primary use by OST. Approximately 120 TAOS terminals are operational with plans to expand support to other administration offices within headquarters and, eventually, to remote sites. The emphasis of this study is on national systems, however, because of the relatively large size and potential remote communication requirements of the system, TAOS is included for review.

The remaining OST terminals are utilized as follows: 50 terminals dedicated to TCC use and the remaining 20 devices used directly by OST for local access of time shared systems within the Washington, DC metropolitan area.

An overview of TCC systems is presented, followed by a discussion of current OST data transmission characteristics and data communications requirements. Projected OST requirements are unspecified at this time.

4.1.1 Transportation Computing Center

The TCC is located within the DOT headquarters building in Washington, DC. The responsibility of the center is to provide ADP support to the administrative DOT programs.

PROGRAM	TERMINAL TYPE	NO.	DATA COMMUNICATIONS	HOST
GENERAL ADMN	Misc.	19	Local Dial	Multiple Time Share Services
		50	Hardwired	TCC
TAOS	VT100	116	Hardwired	TCC
		185		

All terminals are located at the DOT headquarters building in Washington, D.C.

FIGURE 4.1: SUMMARIZED OST REQUIREMENTS

Accordingly, the TCC computer systems can be classified into three categories which are defined by the program applications which they process:

- General Administrative System
- Coast Guard Administrative System
- Transportation Automated Office System (TAOS)

Figure 4.2 summarizes the three DOT systems according to the primary system users, equipment type and communications characteristics. Each system is subsequently discussed in more detail.

4.1.2 General Administrative System

TCC operates a general system which processes information for all DOT Administrations. However, primary support is provided for FHWA, NHTSA, UMTA and OST. Dual AMDAHL/470V host computers operate with two COMTEN 3690 front end processors (FEP). The FEPs provide total redundancy through a communications switch.

The COMTEN FEP is a microprogrammable processor which accommodates line interfaces to support up to 128 communications lines per front end. A maximum of four COMTEN FEPs are physically attachable which allows for expansion up to 512 lines. Asynchronous lines up to 19.2K bps and synchronous lines up to 56K bps are supported. EIA RS 232C, current loop, wide band and DDS are supported in full- or half-duplex modes. Binary synchronous communications (BSC) and SDLC protocols are supported.

Remote access of the AMDAHL system is predominantly via dial-in connections (approximately 80%). Bell 202 and 208 modems are presently utilized. However, TCC plans to convert to Bell 212 type devices. Presently, there is no monitoring of incoming traffic, however, plans also include the installation of a monitoring system to track traffic load distributions. One hundred and twelve dial ports and twenty-nine dedicated ports are operated.

Computer-to-computer communications are also supported. A 4.8K bps link connects the FAA IBM computer system in Oklahoma City, Oklahoma to the AMDAHL machines in Washington, DC. TCC representatives anticipate an increased requirement for remote computer communications in the future.

SYSTEM	PRIMARY USERS	HOST	COMMUNICATIONS
General	FHWA, NHTSA, UMTA, OST	AMDAHL 470 COMTEN 3690 FEP	Predominantly Dial
CG	CG	CDC 3300 KET 350	Predominantly Dial
TAOS	OST	DEC 1170	Direct wire Short haul dial

FIGURE 4.2: TCC SYSTEMS

4.1.3 Coast Guard Administrative System

A second computer system is dedicated to the support of Coast Guard administrative applications. Dual CDC 3300 machines operate with a Kleffman Electronic Teknalysis (KET) 350 FEP.

The KET front end was custom designed for Coast Guard use. Two high speed rotaries and a low speed rotary are used. A dedicated 9.6K bps dedicated short haul link between CG headquarters (DC) and TCC provides access for CG terminals. EIA RS 232C is supported in half-duplex modes. A modified version of UNIVAC's UT200 communications protocol is employed.

Computer-to-computer communications are also supported. A 4.8K bps link connects the Riverdale, Maryland computer center (pay and personnel) to TCC.

4.1.4 Transportation Automated Office System

TAOS is an office automation system which provides intrabuilding DOT headquarters communications. Capabilities of the system include: electronic mail, automated calendar, electronic phone logging, automated directories and word processing. The primary user of TAOS is OST. However, longer range plans project expansion of the system to include all DOT administrations and remote communications.

TAOS is supported by a complex of 3 DEC 1170 computers. DEC VT-100 compatible alphanumeric display terminals with electrothermal printers are used. Building terminals access the hosts via direct wire or short haul modem connections. Two dial-up ports are also available for remote interconnection.

4.1.5 OST Data Transmission Characteristics

OST maintains 185 terminals. All devices are located in Washington, DC within the DOT headquarters building. One hundred and sixteen terminals are utilized by TAOS. The terminals are DEC VT100 compatible programmable devices. Transmissions are asynchronous.

The remaining OST terminals are utilized for general administrative processing. Fifty devices, IBM 3270 compatible equipment, are operated for use by TCC. IBM devices are operated asynchronously. The other administrative terminals are a mix of teleprinters and

alphanumeric display units, which are utilized to process application programs on time shared systems. Transmissions are low-speed (300-1200 bps), asynchronous communications. An ASCII transmission code is employed.

4.1.6 OST Data Communications

OST data communications are supported via two types of facilities:

- hardwired, intrabuilding connections
- local, dial-up access

TAOS terminals are predominantly hardwired to the DEC computer system within TCC. Several dial-in ports are available to TAOS users for access from remote locations. Presently, a one-one port-to-terminal relationship exists in the TAOS system. TCC is, however, investigating the use of portsharing devices with priority systems in anticipation of system expansion and an associated increased user population.

The administrative terminals (IBM 3270 compatible) dedicated to TCC use access the AMDAHL computer complex via hardwired, intrabuilding cable connections. The remaining administrative terminals access a variety of time share vendors including: Control Data Corporation (CDC), Boeing, Bowne, Tymshare and First Data. The vendor systems are primarily located within the Washington, DC metropolitan area; consequently, access is via low-speed, dial connections.

4.2 U.S. COAST GUARD (CG)

U.S. Coast Guard data communications requirements can be categorized according to two classes of transmissions:

- Administrative
- Operational

Current administrative and operational data processing and data communications activities are supported by the Transportation Computer Center (TCC) in Washington, DC. The projected 1983 CG requirements, however, will involve significant terminal changes and additions because of growth in administrative and operational applications. The Coast Guard environment is anticipated to become dichotomized. Administrative processing will primarily be performed by the TCC; two smaller inventory and civilian personnel systems will be supported by other computing centers. A fourth center, the Operational Computer Center (OCC), is being implemented to support operational applications exclusively. The functional evolution of the Coast Guard data communications environment is portrayed in Figure 4.3; major CG systems are identified.

The CG currently operates 32 terminal devices. Plans indicate substantial growth through 1983 with an expected terminal population of approximately 600 devices. Figure 4.4 graphically portrays the projected growth trends of the CG. Appendix A reports in detail existing and projected terminal locations. Each application grouping, administrative or operational, is subsequently discussed according to existing or projected status.

4.2.1 Existing CG Programs

Thirty-two CG terminals, geographically dispersed across the Continental and Noncontinental United States (CONUS and NONCONUS, respectively), are operational. The distribution of these devices, between administrative and operational programs, is depicted in Figure 4.5.

EXISTING COAST GUARD SYSTEM

	Administrative
Transportation Computer Center (TCC)	District ADMN Systems
	Operational
	Search and Rescue Systems (SARS)

1983 COAST GUARD SYSTEM

	Administrative
Transportation Computer Center (TCC)	District ADMN Systems
	Joint Uniform Pay and Personnel System (JUMPPS)
Aircraft Repair Supply Center (ARSC)	Inventory/Accounting Systems
FAA Computer Center	Personnel Management Information System (PMIS) (This is a DOT-wide system)
	Operational
Operational Computer Center (OCC)	Search and Rescue Systems (SARS)
	Marine Safety Information System (MSIS)

FIGURE 4.3: COAST GUARD FUNCTIONAL OVERVIEW

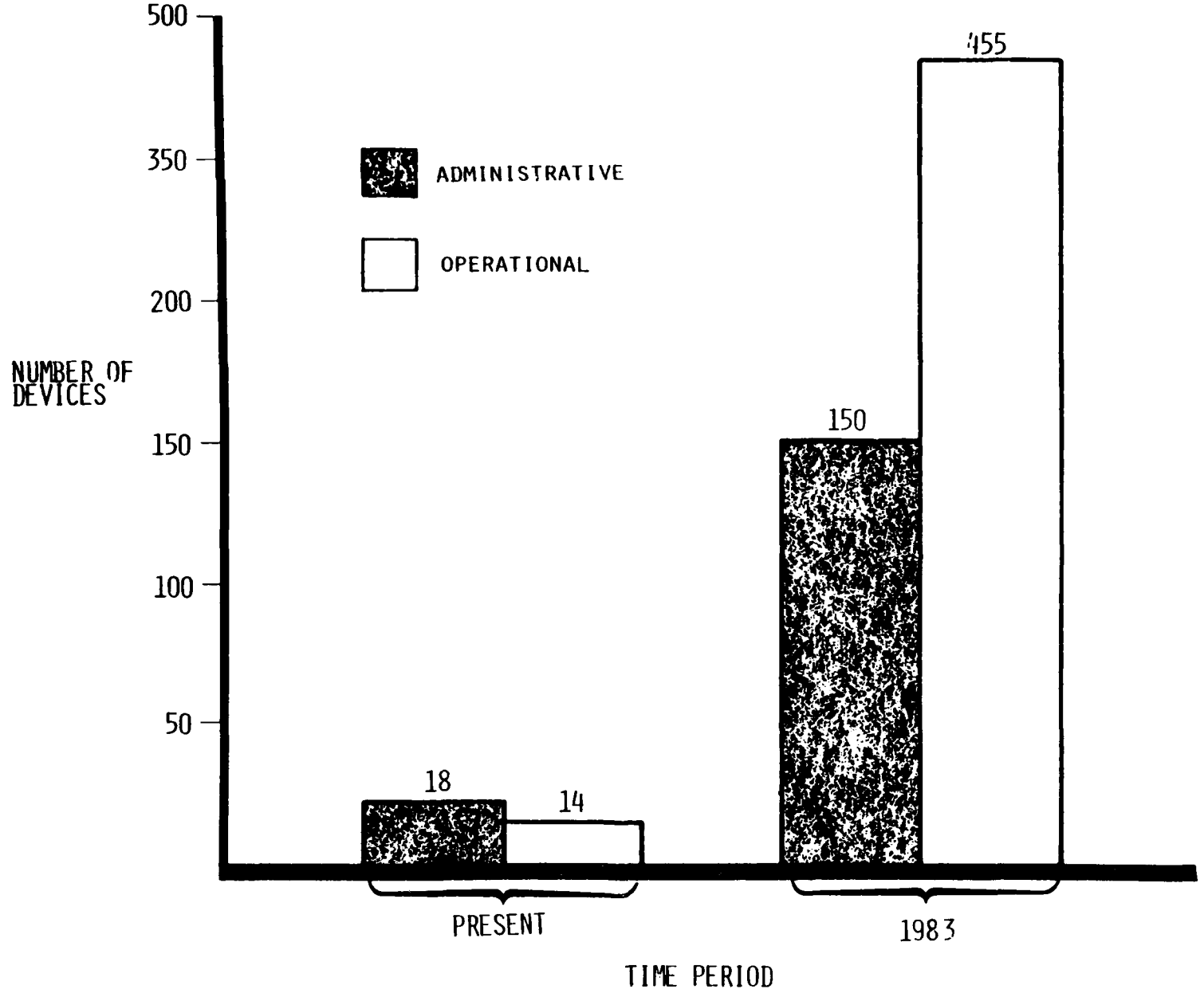

FIGURE 4.4: COAST GUARD TERMINAL DISTRIBUTION

PROGRAM	TERMINAL TYPE	NO.	DATA COMMUNICATIONS	PRIMARY HOST
Administrative				
District ADMN	RJE	18	FX Dedicated DDD WATS	TCC
Operational				
Search and Rescue (SAR)	TP	14	Dedicated	TCC
	TOTAL	32		

FIGURE 4.5: SUMMARY OF EXISTING COAST GUARD REQUIREMENTS (1981)

4.2.1.1 Existing Administrative Programs

The CG administrative system consists of 18 RJE terminals located at various district offices. The equipment is Data 100/78 remote batch devices. Transmission of data is synchronous at 2400 bps. Administrative terminals access two CDC 3000 computers located at the TCC in Washington, DC. Access is primarily via FX circuits. However, the Seattle, Los Angeles and Long Beach offices share a dedicated, multiplexed 9600K bps circuit. Furthermore, Alaska and Hawaii are supported by DDD and WATS connections, respectively.

4.2.1.2 Existing Operational Programs

The operational programs of the CG support the Administration's Search and Rescue (SAR) systems. The largest SAR program is the Automated Mutual Vessel Reporting System (AMVER); a data base housed at TCC which tracks vessel related information. Two segregated teletype networks provide connectivity for CG district offices to access AMVER. The two networks, SARLANT and SARPAC, serve the Atlantic and Pacific Ocean areas, respectively. As the networks are configured each Coast Guard district has its own local teletype loop; field offices transmit information to district offices for processing at the TCC.

The AMVER system consists of 14 teletype terminals, however, CG plans include phasing out of the machines by 1981-1982. The teletype devices will be replaced by higher speed (1200 bps) terminals. Furthermore, when the upgrading occurs the higher speed equipment is planned to interface with the OCC in Governors Island, New York. A low speed link between the TCC and OCC computer systems will provide the necessary access to the TCC data base. The computer-to-computer link will be asynchronous to avoid emulation of the CDC 200-UT protocol at OCC.

4.2.2 Projected CG Programs

The CG currently processes all administrative and operational applications at the DOT facility in Washington, DC. The processing workload for operational applications will gradually be shifted to the OCC as that center is implemented, while administrative applications will primarily remain at the TCC.

Eight applications, with approximately 605 devices are projected to be operational by 1983. The terminals are distributed between application categories as: Administration - 455 and Operational - 150. Figure 4.6 reports the distribution of the projected CG data communications requirements.

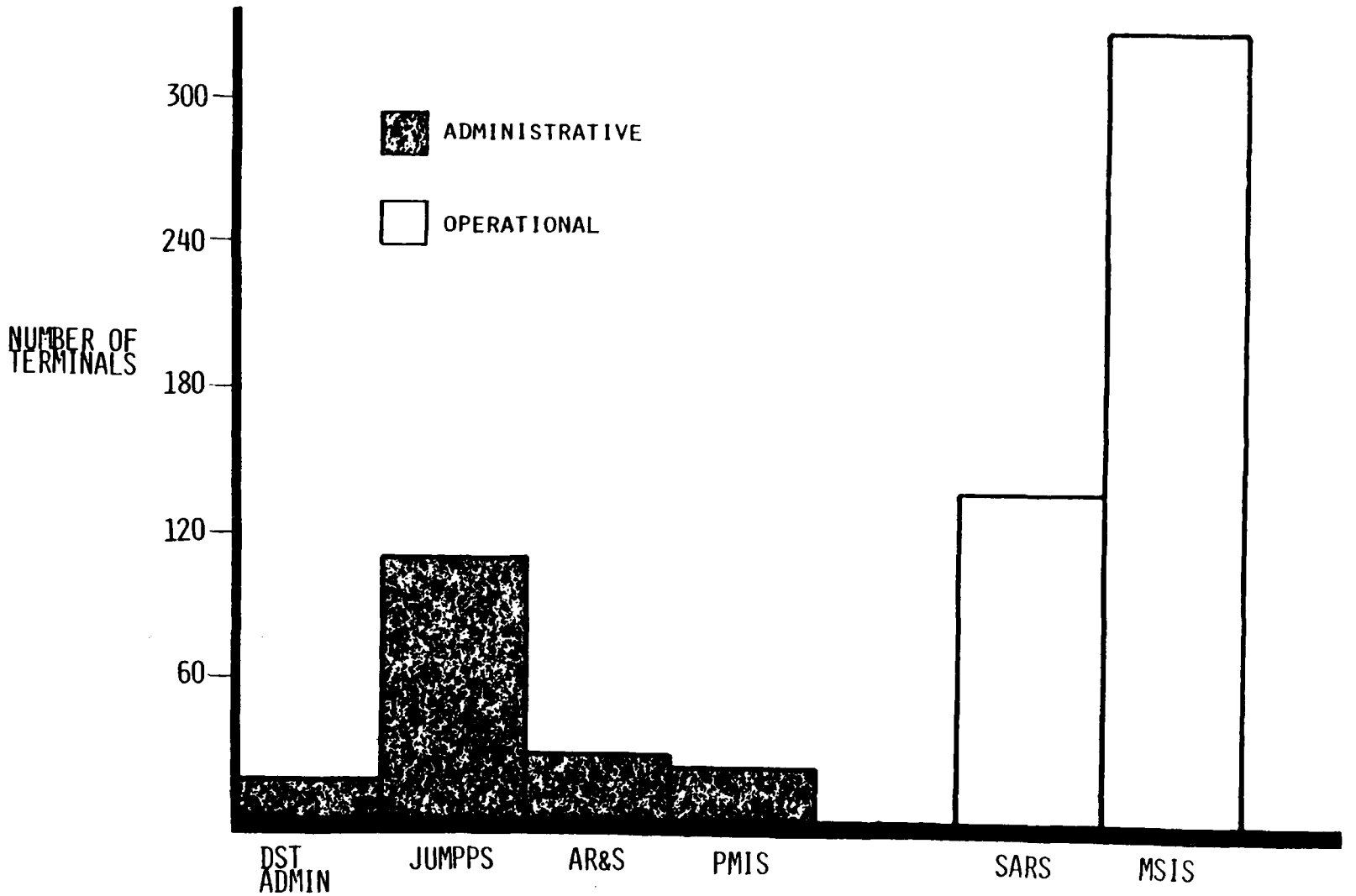

FIGURE 4.6: COAST GUARD TERMINAL DISTRIBUTION (1983)

Coast Guard terminals are predominantly located within the Continental United States (CONUS). Approximately 8 percent of the Administration's terminals are located in Washington, DC, the headquarters of the Coast Guard. Eighty-seven percent of the devices are scattered throughout the rest of the CONUS. The remaining few devices are located at Noncontinental United States (NONCON) sites. Figure 4.7 presents the distribution of Coast Guard terminal sites.

4.2.2.1 Projected CG Administrative Programs

The projected administrative system is planned as 150 devices located at geographically dispersed sites. The increase of terminals from the present 32 devices represents a growth of 118 terminals. Four administrative programs include:

- District ADMN
- Joint Uniform Pay and Personnel System (JUMPPS)
- Aircraft Repair and Supply Center System (ARS)
- DOT-Wide Personnel Management Information System (PMIS)

The four administration applications are subsequently discussed for specific equipment and data communications requirements. Administrative requirements are summarized in Figure 4.8.

4.2.2.1.1 District ADMN

The District ADMN system is planned to remain essentially unchanged. No significant equipment or data communications changes are anticipated. The 18 RJE terminals, located at district and headquarter offices will continue to access the TCC via FX, dedicated or dial facilities.

LOCATION DISTRIBUTION

PROGRAM	HDQTS	CONUS (NONHDQTS)	NONCONUS	TOTAL
Administrative	32	97	21	150
Operational	31	403	21	455
TOTAL	63	500	42	605

FIGURE 4.7: COAST GUARD TERMINAL LOCATION DISTRIBUTION (1983)

PROGRAM	TERMINAL TYPE	TERMINAL NO	DATA COMMUNICATIONS	PRIMARY HOST CENTER
District ADMN	RJE	18	FX Misc Dial Dedicated	TCC
JUMPPS				
Batch	RJE	60	Dial	PPSC
I/R	A/N	20	VAN	TCC
Aircraft Repair and Supply Center (AR&SC)	A/N	28	VAN	ARSC
DOT-wide PMIS	A/N	24	VAN	FAA
TOTAL		150		

FIGURE 4.8: PROJECTED COAST GUARD ADMINISTRATIVE REQUIREMENTS (1983)

4.2.2.1.2 JUMPPS

The Joint Military Pay and Personnel System is projected to become operational during 1981. JUMPPS will perform entry and transmission of batch data to the Military Pay Center (MPC) which is situated at Riverdale, Maryland. During the 1981-1982 timeframe, the facility will be moved to a site yet to be selected. Data collection at the MPC will be transmitted, via a high speed host-to-host link, to the TCC. In addition to the remote batch operation planned for JUMPPS, troubleshooting, auditing, and investigations will be performed by CRT terminals in an inquiry/response mode.

A total of 80 JUMPPS devices are planned for installation by 1983. The terminals are distributed as 60 batch and 20 I/R devices. JUMPPS devices account for 55 percent of all administrative terminals.

JUMPPS (BATCH). Sixty Sycor Basic 300/340 (or equivalent) terminals are planned to support JUMPPS batch communications. Transmissions are to be sent as full duplex, asynchronous, dial communications. Transmission speed will be 1200 bits per second (b/s). An ASCII 7 bit code will be employed. An approximate time frame for JUMPPS batch terminal acquisitions is:

1981 - 26
1983 - 34

These estimates are, however, subject to funding approval.

The 26 units are anticipated to be installed by the close of 1981. All terminal sites will operate a single device with the exception of the Coast Guard headquarters in Washington, DC, which will operate 6 terminals. By the close of 1983 an additional 34 units will be installed among units with 50-200 personnel files. Stations with less than 50 files would continue to process forms manually. The set of projected 1983 locations is incomplete; approximately 45 percent of the total projected locations have been identified.

JUMPPS INQUIRY RESPONSE (I/R). A total of 20 alphanumeric terminals will be installed to perform auditing, investigations and trouble-shooting of JUMPPS information. Queries will initially be sent via a Value Added Network (VAN), directly from a given location to the TCC. If the answer is too complex the query will be redirected to the MPC and personnel more familiar with the pay system will access the IBM 360s as needed.

OMRON 8025/8030 display terminals (or equivalent) are planned to be used for JUMPPS I/R communications. Transmissions will be asynchronous, half-duplex 1200 b/s communications. The 20 devices will be geographically dispersed across the United States.

4.2.2.1.3 Aircraft Repair and Supply Center System (ARSC)

The ARSC system will provide aviation inventory and accounting control as well as engineering statistics and management information for all Coast Guard Air Stations. ARSC users will access a Burroughs computer complex located at the Aircraft Repair and Supply Center in Elizabeth City, North Carolina.

A total of 28 geographical dispersed devices are planned for installation by 1981. Each ARSC site will operate a single device. Terminals are planned as alphanumeric display units, however, exact models are unknown at this time. Communications will be asynchronous, 1200 bps messages. A VAN will be used.

4.2.2.1.4 Personnel Management Information System (PMIS)

PMIS is the Coast Guard portion of the civilian personnel system operated agency-wide by DOT. (The PMIS system is discussed in detail in Section 4.4.) Various personnel action forms will be inputted from remote Coast Guard locations, processed and retransmitted to those locations. Processing will be performed at the FAA Aeronautical Center in Oklahoma City, Oklahoma by a complex of IBM computers.

Twenty-four PMIS terminals are anticipated to be distributed among remote sites. The devices are planned as alphanumeric units, however, exact manufacturer and models are unknown. Transmissions will be asynchronous, 1200 bps communications. A VAN is planned for use.

4.2.2.2 Projected CG Operational Programs

The projected 1983 operational system is planned as approximately 450 terminals located at geographically dispersed sites. Additional terminals are planned for installation through 1985, however, have not been identified in the inventory because the time frame which has been considered is through 1983. Operational processing requirements are to be handled by the OCC, a new facility which is being established to support the data processing

needs of Coast Guard operational systems. Approximately 90 percent of operational communications are anticipated to be supported by a VAN.

Two operational programs are identified:

- Computerized Search and Rescue (SAR)
- Marine Safety Inspection System (MSIS)

The program categories are subsequently discussed for specific equipment and data communications requirements. Operational requirements are summarized in Figure 4.9.

4.2.2.2.1 SAR

Computerized search and rescue programs consist of three primary systems. The Automated Mutual Assistance Vessel Rescue (AMVER) System provides aid in the development and coordination of search and rescue efforts in international ocean areas. The Search and Rescue Planning (SARP) System is a computerized program that develops solutions to search planning problems. Computer Assisted Search Planning (CASP) is a series of computer programs that use simulation techniques to solve search planning problems.

One hundred and forty SARS terminals are planned to be operational by 1983. The existing 14 TTY devices will be replaced by higher speed devices. A multipoint polled network, 83B3, interfaced to the VAN network will provide communications to these devices.

The additional 126 terminals will provide support to Coast Guard groups, OPCENS, RCC's, headquarters and district offices. Furthermore, by 1985, CG air stations will install SAR devices.

SARS transmissions will be asynchronous, 1200 bps communications. A VAN will provide all networking support.

4.2.2.2.2 MSIS

MSIS is an integrated system that will allow Captains of the Port (COTP) and Officers in Charge of Marine Inspection (MIS) to employ their personnel resources to enforce safety and pollution regulations. Additionally, headquarters and district staffs will access the

PROGRAM	TERMINAL TYPE	NO.	DATA COMMUNICATIONS	HOST CENTER
SAR	A/N	140	VAN	OCC
MSIS	A/N	315	VAN	OCC
TOTAL		455		

FIGURE 4.9: PROJECTED COAST GUARD OPERATIONAL REQUIREMENTS (1983)

system for report generation and program evaluation. MSIS will be a data base driven system that employs screen generation to prompt the user community in inputting data. MSIS is currently under development. A prototype system is scheduled for completion shortly.

MSIS will be a highly interactive system that will support 315 terminal users. Users of the system are all COTP, Marine Safety Officers (MSO), MIS, district and headquarters marine safety offices and merchant marine technical branches.

Similar to other planned CG devices, MSIS equipment will be alphanumeric display units, transmitting asynchronous communications at speeds of 1200-2400 bps. Furthermore, a VAN will be used for remote communications between field offices and the OCC.

4.3. FEDERAL AVIATION ADMINISTRATION (FAA)

Ten FAA administrative data systems have been identified. Primary centralized computer support for these systems is provided by the FAA computer center in Oklahoma City, Oklahoma. The data communications requirements of the administration are classified according to two categories of systems: local and national. Local administrative systems operate exclusively at Oklahoma City and, accordingly require intrabuilding or short-haul interconnections. National systems, which operate within the Continental and Noncontinental United States (and also Oklahoma City) require long-haul communications to support remote data communications. The emphasis of this study is on the remote communications requirements of DOT and, hence, discussions will concentrate on national systems. However, local systems are identified for completeness. Figure 4.10 summarizes FAA data systems.

The FAA has also identified plans for several longer range data systems not identified in Figure 4.10. The data communications requirements for these planned systems are in the process of being formulated. Consequently, the planned systems are qualitatively discussed, however, exact data transmission and data communications characteristics are not identified.

Two FAA data systems planned for introduction over the next 3-5 years reflect a trend within administrative operations to capture data directly in field locations and electronically transmit the information to regional offices.

An Enforcement Information System (EIS) is presently being tested in the ASO FAA site. Safety information is being collected from various field offices, general aviation district offices, security districts and engineering districts. The information is sent to the regional office and subsequently transmitted to the FAA Aeronautical Center via dial-up connections. EIS potentially will support up to 250 terminal devices in 170 remote field locations.

The second system is planned to offload processing requirements of Air Route Traffic Control Centers (ARTCC) and major aircraft towers. Minicomputers will be used to process applications such as watch schedules, time and attendance records and word processing. The program is presently under test in the AWE FAA site. Similar to EIS, field offices transmit data to regional locations which, in turn, send information to the aeronautical center.

	SYSTEM	CATEGORY	STATUS
1.	Consolidated* Airman Information System (CAIS)	Local	Operational
2.	Supply* (NSTP)	Local	Operational
3.	Depot Support* (DSTP)	Local	Operational
4.	Aircraft Management Information System (AMIS)	National	Operational
5.	Personnel Management Information System (PMIS)	National	Operational
6.	Uniform Payroll System (UPS)	National	Operational
7.	National Flight Data Center (NFDC)	National	Operational
8.	Instrument Approach Procedure Automation (IAPA)	National	Partially operational
9.	Uniform Accounting System (UAS)	National	Planned (1983)
10.	PLATO	National	Planned (1983)

* Not in Data Base.

FIGURE 4.10: FAA DATA SYSTEMS

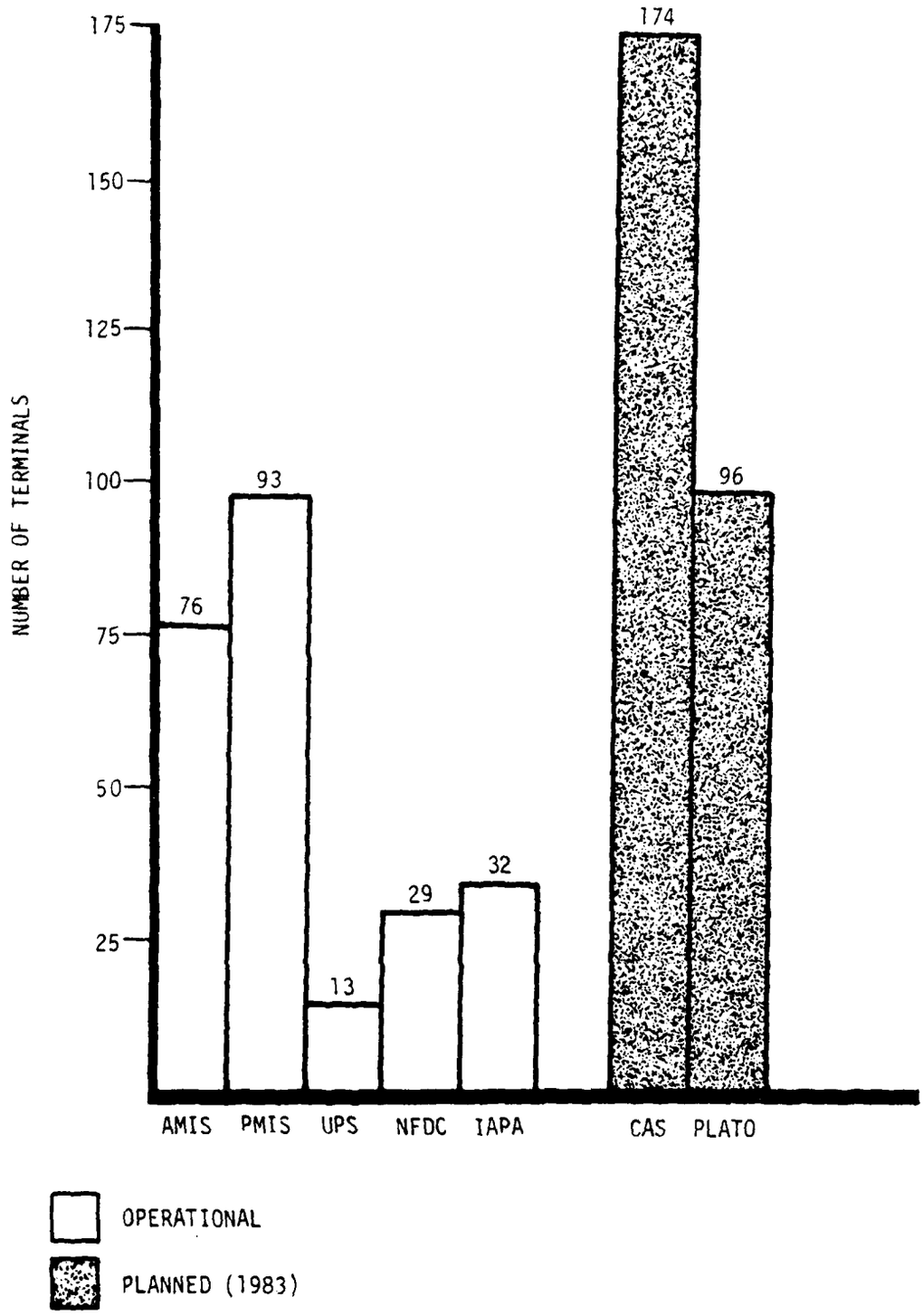

FIGURE 4.11: FAA ADMINISTRATIVE TERMINAL DISTRIBUTION

SYSTEM	TERMINAL TYPE	NO.	SPEED (bps)	DATA COMMUNICATIONS	PRIMARY HOST
AMIS	Telex 272	76	2400	ADCN	FAA IBM370/155
PMIS	Incoterm 10/20	93	2400	ADCN	FAA IBM370/155
UPS	IV Phase	13	4800	ADCN	FAA IBM370/155
NFDC	Hazeltine 2000	28	300	ADCN	FAA IBM370/155
	Harris	1			
IAPA	A/N Graph	22 10	2400 4800	ADCN	FAA IBM370/155
UAS	A/N	174	-	ADCN	FAA IBM
PLATO	A/N	96	-	FTS	University of Delaware
		513			

FIGURE 4.12: FAA ADMINISTRATIVE TERMINAL CHARACTERISTICS

A third system will provide outage information to FAA headquarters through remote monitoring of air field sites. The plans for this system are in the very preliminary stages and, hence, exact functional requirements are unspecified at this time.

Approximately 250 FAA administrative terminals are currently maintained with plans of growth to an excess of 500 devices by 1983. The distribution of terminals among FAA data systems is depicted in Figure 4.11. As illustrated, the Aircraft Management Information System (AMIS) and the Personnel Management Information System (PMIS) are the largest operational programs. Collectively, AMIS and PMIS account for approximately 70 percent of FAA administrative data systems. Two relatively large proposed systems, Uniform Accounting System (UAS) and PLATO, are anticipated to maintain approximately 125 and 100 terminal devices, respectively. The systems, in the early stages of implementation, are anticipated to become fully operational toward the latter part of 1983.

FAA terminal devices are a mix of A/N, graphic, RJE and programmable units as shown in Figure 4.12.

4.3.1 FAA Aeronautical Center

The FAA Aeronautical Center, located in Oklahoma City, Oklahoma, is the computing facility accessed by most administrative systems. The aeronautical center operates two IBM System 370/155 and 4341 computer systems to support FAA administrative data processing requirements. These two systems operate under IBM's Operating System/Multiple Variable Tasking (OS/MVT). FAA users access the IBM computer complex remotely through COMTEN 3670-L1 and 3670-E1 front end processors. In addition to the IBM systems, the aeronautical center operates a DEC minicomputer for IAPA users.

4.3.2 Administrative Data Communications Network (ADCN)

FAA operates the Administrative Data Communications Network (ADCN) in support of national administrative systems. In particular, five primary system users include: AMIS, PMIS, UPS, IAPA and NFDC. Furthermore, a national FAA accounting system, UAS, is planned to be integrated into ADCN within the near future.

The ADCN is a multiplexed network which provides continuous communications support to FAA administrative systems. Point-to-point dedicated lines, at speeds ranging from 2.4 - 9.6K bps, connect regional headquarters with the FAA Aeronautical Center in Oklahoma City. Fifteen FAA remote sites are serviced by ADCN; five of the sites operate multiplexor equipment. Figure 4.13 illustrates the ADCN network topology.

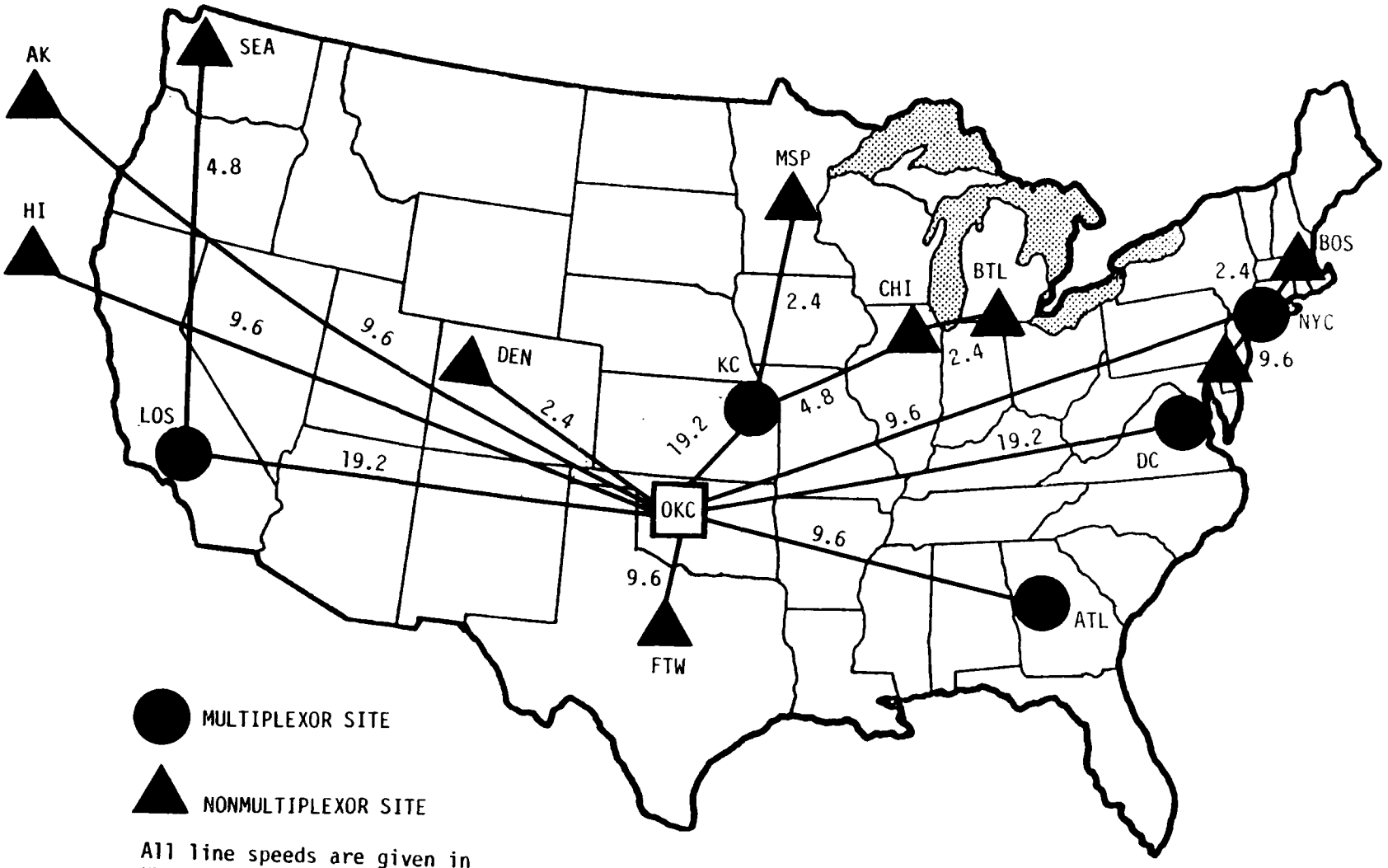

FIGURE 4.13: FAA ADMINISTRATIVE DATA NETWORK

A mix of Codex statistical multiplexors provide line sharing capabilities for ADCN users. Codex 6010 supports a maximum of thirty, low-speed, asynchronous incoming lines; the maximum allowable output line speed is 9.6K bps. Codex 6030 multiplexors support sites with greater throughput requirements. One hundred twenty four low-speed, input lines and a 19.2K bps output line are maximum.

Fifteen ADCN sites support 243 FAA administrative terminals. Washington, DC and Oklahoma City sites maintain the largest operation of terminals and accordingly, are responsible for the largest volume of activity. Washington operates 70 devices (30 percent of total) and Oklahoma City operates 48 terminals (20 percent of total). The locations of FAA terminals categorized according to ADCN site are depicted in Figure 4.14. PMIS and AMIS, the largest application users, account for 93 terminals (40 percent of total) and 76 terminals (28 percent of total), respectively.

The planned integration of the Uniform Accounting System (UAS) into ADCN will result in increased traffic loading to the network. As a consequence, an additional multiplexor will be installed in service locations to support UAS requirements. Furthermore, the increased loading will also necessitate the installation of an additional Codex device in Washington, DC. Figure 4.15 summarizes the 1983 FAA terminal population by ADCN site.

Traffic transmitted via the ADCN is primarily interactive or transaction mode. However, batch transactions are sent during nonpeak hours. Dial backup is provided via the network.

4.3.3 Aircraft Management Information System (AMIS)

AMIS is a national system which tracks maintenance, management, operational and inventory information concerning FAA owned (and rented) aircraft. The AMIS data base, housed at the FAA Aeronautical Center, contains statistics such as: facility scheduling, aircraft status, flight logs, reliability and performance profiles, maintenance schedules and fuel usage. Users of the AMIS system include the National Field Office, Aircraft Service Bases, Technical Center and Flight Standards Divisions.

Seventy-six AMIS terminals are operated. The terminals, alphanumeric units and low-speed printers, are distributed across 10 flight inspection offices. All terminals access the IBM 370 computer complex in Oklahoma City via the ADCN.

LOCATIONS	APPLICATIONS					TOTAL
	AMIS	PMIS	UPS	NFDC	IAPA	
Anchorage, AK	6	3	1	-	3	13
Atlantic City, NJ	4	3	1	-	3	11
Atlanta, GA*	4	5	1	-	3	13
Boston, MA	-	5	-	-	-	5
Battle Creek, MI	4	-	-	-	3	7
Chicago, IL	-	5	-	-	-	5
Denver, CO	-	3	1	-	-	4
Ft. Worth, TX	-	5	1	-	-	6
Honolulu, HI	6	2	1	-	3	12
Kansas City, MO*	-	3	1	-	-	4
Los Angeles, CA*	4	4	1	-	3	12
Minneapolis, MN	4	-	-	-	3	7
NYC, NY*	-	5	2	-	-	7
OKC, OK*	34	9	1	-	7	51
Seattle, WA	4	3	-	-	3	10
Washington, DC*	6	38	2	29	1	76
TOTAL	76	93	13	29	32	243

* Multiplexor Sites

FIGURE 4.14: FAA TERMINAL LOCATIONS BY ADCN SITE (1981)

LOCATIONS	APPLICATIONS						
	AMIS	PMIS	UPS	NFDC	IAPA	CAS	TOTAL
Anchorage, AK	6	3	1	-	3	7	20
Atlantic City, NJ	4	3	1	-	3	12	23
Atlanta, GA*	4	5	1	-	3	16	29
Boston, MA	-	5	-	-	-	2	7
Battle Creek, MI	4	-	-	-	3	-	7
Chicago, IL	-	5	-	-	-	2	7
Denver, CO	-	3	1	-	-	2	6
Ft. Worth, TX	-	5	1	-	-	16	22
Honolulu, HI	6	2	1	-	3	4	16
Kansas City, MO*	-	3	1	-	-	16	20
Los Angeles, CA*	4	4	1	-	3	24	36
Minneapolis, MN	4	-	-	-	3	-	7
NYC, NY*	-	5	2	-	-	20	27
OKC, OK*	34	9	1	-	7	30	81
Seattle, WA	4	3	-	-	3	2	12
Washington, DC*	6	38	2	29	1	21	97
TOTAL	76	93	13	29	32	174	417

* Multiplexor Sites

FIGURE 4.15: FAA TERMINAL LOCATIONS BY ADCN SITE (1983)

4.3.3.1 AMIS Data Transmission Characteristics

AMIS terminal devices are a mix of Telex alphanumeric and printer devices controlled by Telex 271 controllers. All devices are IBM 3270 compatible. The devices transmit 2400 bps, synchronous communications. An ASCII code is employed. The 76 devices are distributed as 39 CRT terminals and 37 printers. Figure 4.16 summarizes the AMIS data transmission scheme.

AMIS terminals are located at nine Continental and Noncontinental United States sites. The largest concentration of terminals (approximately 50 percent) is at the aeronautical center in Oklahoma City.

4.3.3.2 AMIS Data Communications

Remote AMIS data communications are supported by the ADCN. AMIS terminals are polled via INTERCOM polling scheme initiated by an IBM host at the FAA computer center. Traffic is predominantly interactive.

4.3.4 Personnel Management Information System (PMIS)

The Personnel Management Information System (PMIS), the largest of all FAA administrative systems, supports centralized data processing of personnel data for all DOT Administrations. Previously, PMIS was exclusively an FAA system, however, in accordance with recent DOT recommendations, system support has been expanded to include all Administrations. Processing, communications and application support is provided by the FAA Aeronautical Center in Oklahoma City. Centralized management of the system is an FAA headquarters responsibility.

PMIS data is mailed from field offices to regional sites for on-line inquiry/response and updating of personnel data bases. Inquiry-response communications are transmitted via ADCN. Bulk volume report data is sent in an RJE mode via FTS. Regional sites receive information on tape drives for off-line printing to low-speed devices or directly to RJE devices.

Ninety-three PMIS terminals are operated. The terminals, alphanumeric display units, are distributed among 14 FAA sites including regional headquarters, national headquarters and the FAA training center. Additionally, 20 CG PMIS terminals are planned for installation. The CG PMIS requirements are reviewed in Section 4.2.

NETWORK	DEDICATED, MULTIDROP FACILITIES
HOST	IBM 4341 OKLAHOMA CITY, OK
TERMINALS	TELETYPE 270 SERIES
DATA TRANSMISSION	2400 bps FDX ASCII (8 bit) SYNCHRONOUS

FIGURE 4.16: AMIS DATA TRANSMISSION SCHEME

4.3.4.1 PMIS Data Transmission Characteristics

PMIS terminal devices are a mix of INCOTERM and Harris programmable equipment. Transmissions are 2400 bps asynchronous and synchronous communications. ASCII and EBCDIC codes are employed. The PMIS data transmission scheme appears in Figure 4.17.

PMIS terminals are located at 14 Continental and Noncontinental sites. The largest concentration of terminals is at national headquarters in Washington, DC. Thirty-eight terminals transmit and receive personnel data for all DOT administrations.

4.3.4.2 PMIS Data Communications

Remote PMIS data communications are transmitted via the ADCN. PMIS terminals are polled via an IBM message control protocol initiated by the host machine in Oklahoma City. Traffic is predominantly interactive. However, batch reports are transmitted during nonpeak hours via leased line and dial-up connections.

4.3.5 Uniform Payroll System (UPS)

The Uniform Payroll System (UPS) is responsible for preparation and dispersal of checks and bonds for all DOT Administrations with the exception of Military Coast Guard, Alaska Railroad and St. Lawrence Seaway. Data received via the mail from remote sites is prepared from regional headquarters sites and transmitted to the aeronautical computer center. The FAA center subsequently prepares a tape which is mailed to Kansas City, Missouri for check production and dispersement. UPS processes payroll data for approximately 75,000 DOT employees.

Terminal devices are located in ten regional headquarters and national headquarters; thirteen devices are operated. Terminals access the FAA computer center in Oklahoma City via the ADCN.

4.3.5.1 UPS Data Transmission Characteristics

UPS equipment are primarily four phase system intelligent terminal devices. UPS transmissions are 2400-9600 bps, synchronous communications. An EBCDIC transmission code is employed. Figure 4.18 summarizes UPS data transmission characteristics.

UPS terminals are located at eleven Continental and Noncontinental locations with terminals uniformly distributed across sites.

NETWORK	ADMINISTRATIVE DATA COMMUNICATIONS NETWORK (ADCN)
HOST	IBM 370/155 OKLAHOMA CITY, OK
TERMINALS	INCOTERM SPD 10/20 HARRIS 8171
DATA TRANSMISSION	2400 bps FDX ASCII/EBCDIC ASYNCHRONOUS/SYNCHRONOUS

FIGURE 4.17: PMIS DATA TRANSMISSION SCHEME

NETWORK	ADMINISTRATIVE DATA COMMUNICATIONS NETWORK (ADCN)
HOST	IBM 370/155 IBM 4341 OKLAHOMA CITY, OK
TERMINALS	FOUR PHASE IV/90
DATA TRANSMISSION	2400-4800 bps FDX EBCDIC SYNCHRONOUS

FIGURE 4.18: UPS DATA TRANSMISSION SCHEME

4.3.5.2 UPS Data Communications

Remote UPS data communications are transmitted via the ADCN. FTS is utilized as a dial backup capability. The transmission of UPS traffic, predominantly batch mode, corresponds to the biweekly pay schedule of DOT.

4.3.6 Instrument Approach Procedure Automation (IAPA)

The IAPA system, in the early stages of implementation, is an automated data base retrieval system for access of flight chart information. IAPA provides interactive receipt and transmission of flight data such as airport facility, fix and coordinate information. The computerized data base system replaces a manual system which is presently operational.

IAPA is currently installed and operated in two Flight Inspection Offices (FIFOs). Because of the increasing procedure development workload present at FIFOs, and the demonstrated ability of the IAPA system to materially reduce the processing cycle and manhours associated with the development of a procedure, the IAPA system will be implemented system-wide. The implementation of IAPA, planned as a phased installation, is anticipated to be completed by the close of 1981.

Approximately 30 IAPA terminals are planned for installation. The terminals, a mix of alphanumeric CRT and graphic devices, will access the FAA Aeronautical Center in Oklahoma City for processing of IAPA data. Transmissions will be primarily sent via the ADCN.

4.3.6.1 IAPA Data Transmission Characteristics

IAPA terminals are planned as a mix of alphanumeric cathode ray tubes and high speed graphic terminals. However, exact equipment types are unknown at this time. The graphic terminals will be supported with a 4800 bps channel while the alphanumeric devices will operate at 1200-2400 bps speeds (as appropriate to individual sites). Both terminal types transmit asynchronous communications.

A total of 32 terminals distributed among ten FAA sites are anticipated. The distribution of the terminals is: 22 alphanumeric and 10 graphic devices. Most sites are planned to operate at least two alphanumeric and one graphic terminal. All terminals will access a PDP 11 computer at the aeronautical center in Oklahoma City.

4.3.6.2 IAPA Data Communications

IAPA data communications are planned to be incorporated, in the most economical way, into the existing ADCN. IAPA lines will generally enter the mixed ADCN network, but in some cases may be initially configured outside the multiplexed trunks. On a long-range basis, all IAPA circuits will be optimized within the total network (along with other applications), and stand-alone circuits should correspondingly disappear. Also, on a longer-range basis, IAPA line speed requirements will be validated, and appropriate adjustments will be incorporated.

The integration of IAPA communications requirements into the ADCN necessitates the installation of an additional multiplexor. The existing trans-Pacific long-line loading to Oklahoma City is full. Thus, a Codex 6030 statistical multiplexor is to be placed at the Honolulu hubsite to accommodate the increased traffic.

4.3.7 Uniform Accounting System (UAS)

FAA is currently developing a uniform accounting system, UAS, to service regional headquarters and remote service sites. The standardized procedures will replace the existing, incompatible financial packages utilized by individual cost centers. UAS is planned as an inquiry response, automated accounting system which will allow users to input transactions, update files and receive reports. Centralized processing of accounting data will be performed by the IBM complex of computers at the aeronautical center.

UAS is in the beginning stages of development; complete implementation of the system is targeted for the 1982/1983 time frame. In-house testing has been and will continue to be performed at the aeronautical center. Upon validation of system performance remote sites will be phased into operation.

4.3.7.1 UAS Data Transmission Characteristics

One hundred twenty five alphanumeric terminals (IBM 3270 compatible) and 49 printers are projected to be installed at fourteen UAS sites. Exact design parameters of the terminals or controller devices are unknown at this time because of the early stages of the project.

4.3.7.2 UAS Data Communications

UAS users will access the FAA Aeronautical Center via the ADCN. Because of the substantial workload increase generated by the new system, significant impacts to the ADCN multiplexor and trunk lines are expected, however, unquantifiable at this time.

4.3.8 PLATO

PLATO is an on-line, interactive training system which facilitates the training of flight inspection mechanics through the use of computerized assisted instructions. The system is planned to operate on a rotating basis with primary and secondary sites exchanging the use of terminals approximately every six months.

The PLATO system is in the developmental stage and, consequently, exact terminal traffic and data communications requirements are unspecified. The system developed by the University of Delaware utilizes Control Data IST 2 terminals for testing. The display units, with 20K of memory, use a nonstandard ASCII code. Access to the University is presently via FTS facilities, however, future longer range plans anticipate the use of dedicated lines.

The newness of PLATO precludes precise identification of terminal locations. However, an approximate 1983 distribution is as follows:

Airway Facility Sector Offices (Primary)	= 39
Training Center	= 50
Flight Inspection Office	= 7

Longer range plans include an expansion of the PLATO system to 200-300 terminals. In addition to the above sites, devices are anticipated to be maintained by Air Traffic Control Centers, Category IV and V, Towers and Flight Service sites.

4.4 FEDERAL HIGHWAY ADMINISTRATION (FHWA)

The FHWA carries out the highway transportation programs of DOT and, in particular, is concerned with the total operation and environment of highway systems. Primary emphasis of the FHWA is the administration of federal aid highway programs. To this end, FHWA operates a variety of highway-related programs.

The FHWA administers the major Federal Aid to Highway programs which provide financial assistance to states for highway construction. Research and Development (R&D) activities provide program development support in FHWA. The Direct Federal Construction Program (DFC) provides design and engineering support to highway construction on Federal land. The Financial Management Information System (FMIS), in the early stages of implementation, tracks state highway funding obligations. The Bureau of Motor Carrier Safety (BMCS), which operates a vehicle tracking program, is also in the early stages of implementation.

Figure 4.19 summarizes FHWA programs. The administration is planning (by FY 1982) to operate 95 terminals. FMIS, the largest communications system, accounts for approximately 70 percent of all FHWA devices. Essentially all devices will be alphanumeric display units utilizing an asynchronous transmission scheme. Communications are voice-grade speeds via remote, dial and dedicated facilities to the TCC in Washington, DC. Approximately 90 percent of FHWA terminals are located within the Continental United States (CONUS); 7 percent of these devices are located within the Washington, DC headquarters building. Figure 4.20 presents the distribution of FHWA sites. The following subsections discuss data transmission and communications requirements of each program.

4.4.1 Research and Development (R&D)

R&D activities provide program development and analysis support to FHWA. Activity areas include traffic simulation, materiels analysis, environmental and safety structures, and applied mechanics.

PROGRAM	TERMINAL TYPE	NO.	DATA COMMUNICATIONS	HOST
Research & Development (R&D)	UNIVAC 9300	1	Dedicated	TCC
Direct Federal Construction (DFC)	UNIVAC 9300	3		
	VT/132	10	Dedicated	
	GE Terminet 30	1	Dial-up via FTS	TCC
	TEK 4014	3		
Financial Management Information System (FMIS)	A/N (under solicitation)	67	VAN	TCC
Motor Carrier Safety Investigation	Lear Siegler ADM 42	10	VAN	TCC
	TOTAL	95		

FIGURE 4.19: SUMMARIZED FHWA REQUIREMENTS (1983)

PROGRAM	LOCATION DISTRIBUTION			
	HDQTS	CONUS	NONCONUS	TOTAL
R & D	-	1	-	1
Direct Federal Construction	-	17	-	17
Financial Management Information System	6	58	3	67
Motor Carrier Safety Investigation	1	9	-	10
TOTAL	7	85	3	95

FIGURE 4.20: FHWA TERMINAL LOCATION DISTRIBUTION (1983)

4.4.1.1 R&D Data Transmission Characteristics

A single R&D site is operated in McLean, VA. A Univac 9300 RJE terminal is used for transmission and receipt of analysis data. The terminal operates in a synchronous mode; transmission is half duplex.

4.4.1.2 R&D Data Communications

The Univac terminal accesses the TCC via a dedicated 9600 bps line.

4.4.2 Direct Federal Construction (DFC)

DFC activities consist of highway design and engineering programs. The major application is the Roadway Design System (RDS) which is an automated highway design program.

4.4.2.1 DFC Data Transmission Characteristics

Three DFC sites are operational with a total of 17 terminals. Each DFC site supports a Univac 9300 RJE for transmission of analysis data. The terminals operate in a synchronous mode at 9600 bps. Transmission is half-duplex.

Each of the three DFC center sites operates DEC VT/132 and Tektronix 4014 terminals. Additionally, the Vancouver DFC center operates a GE Terminet 30 device. Today, terminals are utilized primarily as alphanumeric display units for program development functions. However, future plans include the use of the Tektronix devices for graphic applications. The interactive terminals transmit asynchronous communications at 1200 bps. A half duplex transmission scheme is also employed.

FHWA representatives have indicated that longer range DFC plans include upgrading of remote computing capabilities. Existing RJE equipment at the three center sites are projected to be replaced with minicomputers which will also support automated drafting and engineering systems.

4.4.2.2 DFC Data Communications

DFC operates both dial-up and dedicated lines. The UNIVAC RJE terminals, predominantly supporting analyses runs, access the TCC via dedicated long-distance facilities. Data is submitted in batch mode; processed off-line; and results are received as tape output for off-line plotting, or transmitted to high speed printers.

The interactive devices, with lower volume program development and on-line program execution traffic, remotely access the TCC via dial-up FTS connections.

4.4.3 Financial Management Information System (FMIS)

The FHWA is presently soliciting vendor bids for alphanumeric keyboard/display terminals (with printers) to serve the teleprocessing needs of FMIS. The program, planned for installation within 1981, is an on-line interactive system, which will replace the fifteen year old mail shuttle system. The basic function of FMIS is to track state and federal highway aid projects and funding obligations.

Future plans of FHWA envision FMIS devices to be utilized as multi-application terminals. The participation of the FHWA in the automated DOT Personnel Management Information System (PMIS) will alleviate reliance on mail transmission of data between remote offices and headquarters. The second planned application is an on-line accounting system. The accounting system will expediate submission of state expenditures which is presently handled through a combination of automated and manual transactions.

4.4.3.1 FMIS Data Transmission Characteristics

Sixty-seven A/N terminal devices will serve all of FHWA regional and division offices within the Continental United States, Alaska, Hawaii and Puerto Rico. The terminals will be TTY/RS-232 compatible. An asynchronous technique and ASCII code characterize the devices. Communications will be transmitted at a 1200 bps rate.

4.4.3.2 FMIS Data Communications

Interactive data entry, updating and editing will be performed from remote sites with access to the TCC in Washington, DC. Communications will be supported via dial facilities. However, specific facilities to be used are currently being evaluated. A Value-Added Network is being considered.

4.4.4 Bureau of Motor Carrier Safety (BMCS)

The Federal Highway Administration exercises jurisdiction over the safety performance of commercial motor carriers engaged in interstate or foreign commerce. Safety investigators and inspectors check on driver qualifications and their hours of service on the road, investigate truck and bus accidents, make carrier terminal and vehicle inspections, and conduct compliance investigations.

An automated BMCS management information on-line, data base system has been developed and tested at FHWA headquarters. The data base contains information on approximately one hundred and fifty thousand certified motor and private carriers (e.g., accident record, special equipment). Specifically, the data base contains information concerning carriers and hazardous materials, bus and truck accidents, and roadside checks and inspections.

4.4.4.1 BMCS Data Transmission Characteristics

Implementation of the BMCS data base system is in the preliminary stages with terminal locations limited to FHWA regional offices and headquarters. Ten locations are planned to become operational during 1981. Additionally, the Interstate Commerce Commission and Department of Defense are planned to access the system.

Lear Siegler ADM-42 terminal devices are planned for use. Data transmission characteristics include ASCII code, asynchronous communications, and 300-1200 bit per second speeds. A standard RS232/449 terminal interface is to be employed.

4.4.4.2 BMCS Data Communications

The on-line, interactive system will access the TCC at headquarters. Approval for temporary FX lines has been obtained. Longer range plans include replacement of the lines with Value Added Network facilities.

4.5 FEDERAL RAILROAD ADMINISTRATION (FRA)

The FRA provides consolidated Government support of rail transportation programs, administers and enforces rail safety laws, administers financial assistance programs for selected railroads, and conducts research and development programs in support of improved rail transportation. Correspondingly, the teleprocessing and telecommunications requirements of FRA are defined by safety, policy, Federal assistance, administrative, and testing programs.

The FRA operates 35 terminal devices; most of which are located at the headquarters office. Fifteen of the terminals require remote communications support. The largest programs, safety and policy applications, account for 80 percent of all remote communications. The majority of FRA terminals are alphanumeric, asynchronous, low-speed devices. Access is predominantly local dial-up to timesharing services. A summary of FRA data communications requirements is given in Figure 4.21.

4.5.1 Railroad Safety (RS)

Railway safety programs track statistical information and perform statistical analysis related to Federal laws and regulations designed to promote safety on railroads.

4.5.1.1 RS Data Transmission Characteristics

Seven terminals support the teleprocessing requirements of RS. The terminals, located within the FRA headquarters building in Washington, DC, are a mix of four device types: 3 Anderson Jacobson 832; 1 Atlanthus V203; 2 Texas Instrument "silent 700" models; and 1 Tektronix 4013.

All terminals are asynchronous devices, interfaced with EIA RS-232C standard, and employ an ASCII transmission code. Transmissions range from 300-1200 bps. The Anderson Jacobson and Atlanthus devices are operated daily for interactive communications. The Texas Instrument terminals are used for night time batch processing. The Tektronix devices are utilized daily for graphic display.

PROGRAM	TERM TYPE	NO.	DATA COMMUNICATIONS	HOST
	AJ 832	3		
Safety	Atlant V203	1	Dial-up	Boeing
	TI 700	2	(local)	
	TK 4013	1		
	Data 100	2	Dedicated	
	AJ 860	2		Boeing
Policy	TI 200	2	Dial-up	Informatics
	TK 4015	1	(local)	
	TK 4027	1		
Federal	Tymshare		Dial-up	
Assistance	350A	1	(local)	Tymshare
	Computer			Computer
	Transceiver	1	Dial-up	Sciences
Administrative				
	Data Media	2	Dial-up	ADP
Testing	TK	16	Hardwired	TTC
	TOTAL	35		

FIGURE 4.21: SUMMARIZED FRA REQUIREMENTS

4.5.1.2 RS Data Communications

RS communications are transmitted via local, dial-up, low-speed facilities. All terminals access an IBM 3033 computer operated at Boeing Computer Services in Vienna, Virginia. All terminals operate at 300 bps, with the exception of the Tektronix graphics device which runs at 1200 bps.

4.5.2 Railroad Policy (POL)

Policy programs administer FRA regulations.

4.5.2.1 POL Data Transmission Characteristics

Policy programs utilize eight terminals; all terminals are located at the FRA headquarters in Washington, DC. The equipment, a mix of RJE, teleprinter and A/N display devices include: 2 Data 100/78, 2 Anderson Jacobson 860, 2 Texas Instrument 700 series, 1 Tektronix 4015 and 1 Tektronix 4027.

The AJ, TI and TEK terminals are asynchronous devices. Tektronix terminals are operated as graphic terminals. EIA RS232C standard interface and ASCII codes are employed. TI and TEK terminals transmit at 1200 bps; the AI devices transmit at 300 bps.

The two Data 100 RJE terminals are synchronous devices. Higher speed batch transmissions operate at 4800 bps. Similar to the other devices, RS232C standard is used as the terminal interface.

According to policy representatives, future growth include projections up to thirty terminals with a mix of twenty "dumb" and ten "intelligent" devices. The projections, however, have not been specified to any more detail.

4.5.2.2 POL Data Communications

Policy data communications are predominantly low-speed, local dial connections. All terminals access two timesharing facilities: Boeing and Informatics. The Informatics machine is an IBM 3033. Both vendor hosts are located in the Virginia suburbs of Washington, DC and, hence, require local access exclusively. One dedicated 4800 bps line links the RJE device with Boeing.

4.5.3 Federal Assistance to Railroads (FA)

Federal assistance programs track financial obligations of selected railroads and also administer projects related to railway transportation economics.

4.5.3.1 FA Data Transmission Characteristics

FA operates one Anderson Jacobson 860 terminal located at FRA headquarters. The terminal is an asynchronous, low-speed device. An ASCII code and RS232C interface are employed. Some interactive traffic is transmitted daily. However, the largest portion of traffic is batch-type jobs which are run during prime time hours.

4.5.3.2 FA Data Communications

The FA terminal accesses a Tymshare host in Rosslyn, Virginia. Dial-up access is supported via 300 bps failities. An IBM 370 computer supports FA processing.

4.5.4 FRA Administration (ADMN)

Two FRA administrative programs have teleprocessing and telecommunications requirements. FRA procurement systems process contract related information. An accounting system is utilized for budgetary purposes.

4.5.4.1 ADMN Data Transmission Characteristics

Three ADMN terminals include: Procurement - 1 Computer Transceiver 4000 and; Budget - 2 Data Media 3000. All devices are low-speed, asynchronous terminals operating with an ASCII transmission code and RS232C interface. The terminals are located at FRA headquarters. All traffic is interactive mode, processed during prime time.

4.5.4.2 ADMN Data Communications

Both the procurement and budget terminals dial-up, via 1200 bps local connections, time sharing systems. Procurement uses a DEC 10 computer located at ADP Network Services. Budget uses a Univac 1108 host provided by Computer Services.

4.5.5 Transportation Test Center (TTC)

The TTC, located in Pueblo, Colorada, is primarily responsible for performing railroad testing. Using simulation and modeling techniques, the TTC examines railroad performance under various operating scenarios. TTC data transmission and communications requirements are unlike those of the previous identified FRA programs: all TTC processing is done locally with no requirement for remote communications. However, a brief profile of the center is included for completeness.

The TTC operates a Honeywell 6605 computer with ten locally hardwired and six dial-in ports. Sixteen Honeywell VIP 7801 synchronous terminals, located within the TTC building, access the Honeywell machine.

4.6 NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

The NHTSA operates programs related to the safety performance of motor vehicles, motor vehicle equipment, and motor vehicle drivers. The Administration was established to facilitate the reduction of deaths, injuries and economic losses resulting from highway traffic accidents, and also to provide motor vehicle information to the general public such as vehicle damage susceptibility, repair statistics, and inspection demonstrations.

NHTSA teleprocessing and telecommunications requirements are defined according to the following four program groups: 1) Research and Development; 2) Enforcement; 3) Administrative; and 4) Safety.

The administration operates 176 terminal devices. Two research programs, National Accident Sampling System (NASS), and Fatal Accident Reporting System (FARS), account for seventy-six percent of NHTSA's requirements. NHTSA terminal devices are predominantly asynchronous, low-speed, alphanumeric display or teleprinting units. Communications are transmitted via WATS or local dial (LD) to time-shared computer systems. The Administration utilizes the facilities of a variety of vendors. However, Informatics, McAuto and Boeing are most commonly contracted. Figure 4.22 profiles NHTSA programs; each program category is subsequently discussed.

NHTSA terminals are predominantly located within the Continental United States (CONUS). Approximately 40 percent of the Administration's terminals are located in Washington, DC, the headquarters of NHTSA. Fifty-seven percent of the devices are scattered throughout the rest of the CONUS. The remaining few devices are located at Noncontinental United States (NONCON) sites. Figure 4.23 presents the distribution of NHTSA terminal sites.

4.6.1 Research and Development (R/D)

The R/D programs of the NHTSA account for 134 of the administration's 176 terminals. FARS, the largest program, is a census of all fatal motor vehicle accidents in the U.S. FARS is an on-line system with teleprinter devices which access time-sharing facilities from geographically dispersed sites. NASS, the second largest R/D program, is a nationally representative statistical sample of all police reported automobile accidents. NASS, also an on-line system, operates teleprinter devices which access time-shared computer systems from remote sites.

PROGRAM	TERMINAL TYPE	NO.	DATA COMMUNICATIONS	PRIMARY HOST
	Misc A/N	24	Local Dial	Informatics
R/D	Misc TP	109	WATS	McAuto
	RJE	1	VAN	Misc. vendors
				Informatics
Enforcement	Misc A/N	8	Local Dial	Boeing
				McAuto
	Misc A/N	9	Direct	GE
Administrative	Misc TP	9	Distance	Univ of Mich
	RJE	3	Dial	Informatics
	Misc TP	11	Local	Informatics
Safety	Misc A/N	2	Dial	NIH
	TOTAL	176		

A/N = Alphanumeric
TP = Teleprinter

FIGURE 4.22: SUMMARY OF NHTSA REQUIREMENTS (1981)

LOCATION DISTRIBUTION

PROGRAM	HDQTS	NONHDQT (CON)	NONCONUS	TOTAL
R/D	39	92	3	134
Enforcement	8	-	-	8
Administrative	12	9	-	21
Safety	13	-	-	13
TOTAL	72	101	3	176

FIGURE 4.23: NHTSA TERMINAL LOCATION DISTRIBUTION

4.6.1.1 R/D Data Transmission Characteristics

The 176 NHTSA R/D terminals are distributed among applications as FARS - 62, NASS - 35, and miscellaneous - 37. Terminals are located across the Continental United States as well as Alaska, Hawaii and Puerto Rico. In particular, 39 terminals are located within the NHTSA headquarters building in Washington, DC; three terminals are installed in the Noncontinental United States; and the remaining 92 devices are scattered throughout the Continental United States.

All NASS and FARS devices are DEC teleprinters. The terminals are asynchronous, low-speed devices which employ an ASCII code and interface with RS 232 EIA standard. The remaining terminals which are utilized for miscellaneous R/D applications are a mix of RJE, alphanumeric and teleprinter type equipment. With the exception of the RJE terminals, all devices are asynchronous, low-speed terminals with similar characteristics to the DEC equipment.

4.6.1.2 R/D Data Communications

R/D communications are transmitted via local dial (LD), direct distance dial (DDD), WATS and Value Added Network (VAN) facilities. However, the predominant communications method is local dial to gateway ports of time-shared networks.

Sixty percent of FARS communications are via local dial-up to Informatics Time-sharing Network. The remaining transmissions are via WATS connections. NASS communications are supported primarily through WATS connections and value added networks. NASS devices access both Informatics and McAuto Systems. Transmission speed of most R/D communications is 300 bps. The RJE devices are operated at 4800 bps.

4.6.2 Enforcement (ENF)

The enforcement programs of NHTSA administer the safety regulations implemented by the Administration. Enforcement terminals account for four percent of the NHTSA data terminal population.

4.6.2.1 Enforcement Data Transmission Characteristics

Eight alphanumeric enforcement terminals are installed at NHTSA headquarters offices in Washington, DC. The terminals, a mix of alphanumeric display units, are asynchronous, low-speed devices which utilize an ASCII transmission code and EIA RS 232 standard interface.

4.6.2.2 Enforcement Data Communications

Enforcement terminals dial-up, via local 300 bps connections, time-shared computer systems. Two services, Informatics and Boeing are accessed; both connection points are located within the Washington, DC metropolitan area. Informatics provides an IBM 370 computer; Boeing operates an IBM 360 machine.

4.6.3 Administrative (ADMN)

Administrative programs of NHTSA support financial, personnel and management oriented services. ADMN teleprocessing and telecommunications requirements comprise 16 percent of NHTSA's overall requirements. Two ADMN applications with the greatest teleprocessing and telecommunications needs include: 1) Financial Management and Accounting System (FMIAS); and 2) Management Services (MS).

4.6.3.1 ADMN Data Transmission Characteristics

Twenty-one administrative NHTSA terminals are operational. The devices are predominantly alphanumeric display units or teleprinters. However, three RJE devices are also operated. Nine of the administrative terminals are located at remote regional NHTSA offices. The remaining 12 devices are operated from the Washington, DC headquarters.

With the exception of the RJE terminals, all administrative devices are asynchronous, low-speed ASCII equipment. The alphanumeric displays, nine in total, are a mix of Hazelton (HZ), Tymshare (TYM) and Atlanthus units. The teleprinters are predominantly Anderson Jacobs AJ 630 models. The RJE devices are synchronous terminals utilized for batch data transmission.

4.6.3.2 ADMN Data Communications

Administrative teleprocessing is completely supported by timesharing services. McAuto, the largest supplier of ADMN timesharing computer systems, is accessed via direct distance dialing (DDD) to its St. Louis, Missouri headquarters office. Additional vendors which provide ADMN support include: GE, CDC, APL, the University of Michigan and Informatics. Terminal access to these vendor facilities is via LD or DDD. Alphanumeric and teleprinter units transmit at 300-1200 bps speeds; RJE devices are operated at 4800 bps.

4.6.4 Safety

NHTSA safety applications, with teleprocessing and telecommunications requirements include: INQUIRE, DOCKET and miscellaneous statistical analyses programs. INQUIRE is a data base retrieval system by which NHTSA personnel are able to extract car manufacturer information. The data base contains statistical information on accidents categorized by parameters such as model, make and year. DOCKET, also a data base retrieval system, contains information on new automobile features both available to the public and in the early stages of invention. The miscellaneous statistical applications provide analysis support to safety investigations. Safety programs account for seven percent of the total NHTSA terminal population.

4.6.4.1 Safety Data Transmission Characteristics

Thirteen safety terminals are operated from NHTSA headquarters in Washington, DC. The devices, predominantly teleprinter equipment, are asynchronous, low-speed devices which employ an ASCII transmission code and EIA terminal interface. Seven terminal models are installed: AJ 630, HZ 2000, NCR 260, Omoron OM 8025, TYM 315, and TYM 350.

4.6.4.2 Safety Data Communications

Safety Communications are transmitted via 300 bps, local dial facilities. Two computer systems, Informatics and the National Institute of Health (NIH), primarily support safety programs.

4.7 RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION (RSPA)

The mission of RSPA is to support research, analysis and technical development areas of DOT, in addition to conducting special research and regulatory programs. The data communications requirements of the organization correspond to three generic application categories: 1) scientific/program development; 2) file maintenance; and 3) administrative. The Transportation Program Bureau (DPB) concentrates on the management of R & D and special programs. Correspondingly, the ADP requirements of DPB are scientific/program development oriented. The Materials Transportation Bureau (DPM) focuses on regulatory and enforcement related issues related to the safe transportation of hazardous materials. The ADP requirements of DPM are predominantly data base and file maintenance related. The final application category, administrative programs, are a mix of RSPA's budget, planning and management systems which are operated by the Office of Policy Plans and Programs (DPA).

The Transportation System Center (TSC) serves as the principle technical resource for scientific, engineering, information and analytical programs of the OST, RSPA, and the operating administrations of DOT. TSC is located in Cambridge, MA.

RSPA operates approximately 35 low-speed terminal devices. The terminals, a mix of CRT, teleprinter, portable and word processor units, access three computer centers. TSC supports scientific, program development and file maintenance applications. Interactive Science Corporation (ISC) provides additional file maintenance and scientific processing support to RSPA users. Bowne Information Systems is used to support a few administrative applications such as text editing and budget reporting.

4.7.1 Transportation System Center (TSC)

The Transportation System Center operates a variety of computer systems ranging from microprocessor to large mainframe equipment. Three computer systems provide primary time-sharing support to all DOT administrations. Two DEC 10 computers provide processing support for administrative data systems of OST, RSPA, FAA and CG. Additionally, a Prime 550 machine supports interactive processing and is also utilized as an RJE emulator. As an IBM interface, the Prime machine communicates with the FAA Aeronautical Center and other IBM compatible systems. Access to TSC is predominantly dial-up.

TSC provides general purpose support to three remote user groups. A leased long-haul line connects RSPA headquarters and the TSC campus. Currently, a statistical multiplexor supports up to a maximum of 16 simultaneous connections. The speed of the line is 4.8K bps. Plans include the introduction of an additional multiplexor to provide support for 32 users at a transmission speed of 9.6K bps.

Two other remote user groups include FAA and CG. An FAA communication facilities data base is maintained by TSC. The data base, an inventory of all FAA communications lines and equipment, is accessed by FAA regional offices via the FTS dial network. A mishap reporting system is managed by TSC for the CG. The data base tracks all accidents involving government vehicles. CG regional offices access the mishap data via dial-up public telephone lines. Although the data base has been developed for CG use, plans include the expansion of the system to include information and access by all DOT administrations.

In addition to two of the three remote user groups, the TSC Prime computer interfaces with the FAA computer complex in Oklahoma City, OK and the CG computer complex in Governor's Island. An IBM 3780 emulator is run to interface with these systems. Access of the FAA machine is accomplished via the FAA administrative data communications network primarily for operation of the Personnel Management Information System (PMIS). Data is transmitted via a 4.8K bps dedicated, multidrop line to Oklahoma City. A 9.8K bps leased line directly connects TSC with the CG complex for the exchange of data.

TSC also provides processing support for special research projects. Due to the dynamic nature of these projects, communications support is typically ad hoc and on a short term basis.

Significant local processing is performed by TSC. Approximately 165 data terminals are installed within the six building complex of TSC. The terminals, a mix of portable, CRT and DEC writers, are predominantly asynchronous ASCII devices. Access to the local TSC computer complexes is via dial-up, 300 bps connections.

4.7.2 RSPA Data Transmission Characteristics

RSPA terminals are located at two sites: 1) Washington, DC; and 2) Cambridge, MA. Thirty-five units, located at DC headquarters, are distributed as:

• CRT	7
• TTY	4
• Printers	18
• Word Processors	8
	37

The 29 data terminals are predominantly low-speed, asynchronous units which utilize a standard ASCII transmission code. Additionally, seven Xerox Model 850 and one Xerox Model 860 word processors (WP) are operated as remote terminal devices. The WP devices are equipped with communications features which allow direct interface to the Bowne computer system as well as information exchange between word processing terminals. Future plans include the installation of several WP devices at TSC to provide direct exchange of text between the computer complex and headquarters.

4.7.3 RSPA Data Communications

RSPA terminals located in Washington, DC access two computer systems: 1) TSC and 2) Bowne Computer System. The TSC located in Cambridge, MA, is linked to headquarters via a dedicated, long haul communications link. A Timplex statistical multiplexor is utilized to share the line among multiple users. Transmissions are sent at 4800 bps speeds. Fourteen ports are available at the TSC; 2-1200 bps and 12-300 bps. Traffic to TSC is predominantly interactive; traffic loads are approximately 200 hours per week.

Word processing applications (DC based) are supported by the Bowne computing system. Access to Bowne is local, via the FTS network. Administrative traffic, a mix of batch and interactive transmissions, is sent at relatively low volumes of approximately 5 days/month.

RSPA terminals located at TSC in Cambridge, MA are serviced locally by the DEC system. Additional scientific processing capabilities are provided by Interactive Sciences Corporation (ISC) in Waltham, MA. Access to ISC is local dial-up. Traffic to ISC is mainly interactive; typical work loads average 200 hours/week.

4.8 URBAN MASS TRANSIT ADMINISTRATION (UMTA)

The UMTA assists in the development of improved mass transportation facilities, techniques and methods; encourages the planning and establishment of area-wide urban mass transportation systems; and aids the state and local governments in financing such systems. The programs of UMTA which correspond to the first two Administration missions are research and development oriented. Funding programs, corresponding to the third UMTA mission, are financial and accounting based.

A total of 29 UMTA terminal devices are operated; 7 of the terminals are portable (the portable devices are not included in the terminal inventory). UMTA devices are asynchronous, alphanumeric display, low-speed terminals. Eighty percent of the devices are cable, intrabuilding connections. Figure 4.24 summaries UMTA data communications requirements.

4.8.1 Research and Development Programs

Research and development programs address the following principle areas of concern: bus transit, urban rail transit, new urban mass transit systems, system analysis, transit planning research, transit planning research, transit service and improvement methods. Research programs are typically performed on-site with UMTA personnel providing assistance to local program managers. Projects are implemented by means of contracts with private organizations, public groups, universities and individual experts.

The transient nature of UMTA R/D programs dictate dynamic access requirements. Consequently, R/D programs use 7 portable Texas Instrument 745 terminal devices to access a variety of time sharing services. The time sharing vendors, which will vary with specific program requirements, include: Computer Services, Informatics, Boeing, Mitre and ADP.

4.8.2 Grant and Loan Programs

Funding programs authorize grants or loans to assist communities in acquiring or improving capital equipment and facilities for urban mass transit systems. Accordingly, the main requirements of such programs encompass financial tracking of outstanding grants and loans. Current accounting information must be available at all times for access by UMTA representatives.

PROGRAM	TERMINAL TYPE	NO.	DATA COMMUNICATIONS	HOST
Research & Development	TI 745 (portable)	7	Dial up via FTS	Multiple Time Share Services
Grant & Loan	Racal-Milgo 40+	17	Direct-wired or Dial up via FTS	TCC
	IBM 2260	5		
	TOTAL	29		

FIGURE 4.24: SUMMARIZED UMTA REQUIREMENTS (1981)

4.8.2.1 Grant and Loan Data Transmission Characteristics

Seventeen Racal-Milgo 40+ CRT terminal devices are operated to track grant and loan financial information. The terminals operate in an asynchronous mode with an RS232C standard interface. An ASCII code is employed. Transmission speed is 1200 bps. The terminals are geographically dispersed across UMTA offices. Seven devices are located at UMTA headquarters in Washington, DC and the remaining ten devices are situated at regional offices (1 device per office).

Additionally, five IBM 2260 terminals are operated at headquarters. With the exception of an EBCDIC code, the alphanumeric display units have similar transmission characteristics to the Racal-Milgo terminals.

4.8.2.2 Grant and Loan Data Communications

All UMTA terminals interactively access the AMDAHL computers at the TCC. The twelve devices which are located at headquarters are direct wired to the TCC hosts. The remaining seven regional devices dial-up TCC via the FTS network utilizing Bell 202-212 type modems.

APPENDIX A

DOT TERMINAL AND DATA COMMUNICATIONS REQUIREMENTS

Detailed terminal information is presented for eight DOT Offices and Administrations and twenty seven data systems. Figure A.1 summarizes the data systems which are reviewed. Parameters identifying the terminals, in the order in which they appear in the data base, include:

- Administration Identifier (ADMN)
- Location Identifiers
  - City
  - State (ST)
  - Area Code Exchange (ACEX)
- Administration Contact
- Data System Information
  - Office (OFF)
  - Program (PROG)
  - Application (APPL)
- Terminal Information
  - Type
  - Model
  - Synchronization (SYNC)
  - Number of Devices (NDV)

- Circuit Information
  - Type
  - Speed (bps)
  - GSA-ID

- Resource Information
  - ID
  - Host

- Traffic Type

Abbreviations used to identify terminal types and circuit types are given in Figures A.2 and A.3, respectively. Figure A.4 identifies terminal model abbreviations.

ADMINISTRATION	SYSTEMS
OST	• General Administrative • Transportation Automated Office System (TAOS)
CG	• Administrative • Operational
FAA	• Aircraft Management Information System (AMIS) • Personnel Management Information System (PMIS) • Uniform Payroll System (UPS) • National Flight Data Center (NFDC) • Instrument Approach Procedure Automation (IAPA) • Consolidated Accounting System (CAS) • PLATO
FHWA	• Research and Development (R&D) • Direct Federal Construction (DFC) • Financial Management Information System (FMIS) • Bureau of Motor Carrier Safety (BMCS)
FRA	• Safety (SAF) • Policy (POL) • Federal Assistance (FA) • General Administrative • Testing

FIGURE A.1: DOT DATA SYSTEMS

ADMINISTRATION	SYSTEMS
NHTSA	• Research and Development (R/D) • Enforcement (ENF) • General Administrative • Safety (SAF)
RSPA	• General Administrative
UMTA	• Research and Development (R/D) • Grant and Loan (G/L)

FIGURE A.1: CONCLUDED

	INVENTORY ABBREVIATION
Teleprinter	TP
Alphanumeric Display	A/N
Remote Batch	RJE
Graphic	GRAPH
Intelligent	INTEL
Portable	PORT
Word Processor	WP

FIGURE A.2: TERMINAL TYPE CODES

CIRCUIT TYPE	DEFINITION
LD	Local Dialing
FTS	Direct Distance Dialing over the Federal Telephone Service Network
DDD	Direct Distance Dialing over the Public Telephone Service Network
WATS	Wide Area Telecommunications Service
CABL	Non-public facilities generally used in-house with Line Drivers or Limited Distance Modems
LPP	Leased Point-to-Point Line, normally under AT&T
MULT	Leased Multipoint Line, normally under AT&T
FX	Foreign Exchange Line to provide Local Dialing privileges to remote points, normally under AT&T
VAN	Value Added Network

FIGURE A.3: CIRCUIT CODES

ABBREVIATION	MODEL NAME
4PHS	Four Phase Systems
ADM	Lear Siegler ADM Series
AJ	Anderson Jacobson
B150	Beehive
C1202, C1203	Computer Devices Miniterminal
D100	Data 100/78
D1640	
DCT50	
DEC II	Digital Equipment Corporation
	DEC writer Printer Terminal
EXPT	Computer Transceiver Execuport
H1500-H2000	Harris Communications Terminals
HZ150-HZ200	Hazeltine 1500, 2000 Series
I3270	IBM
NCR	NCR 7500 Series
OMRON	OMRON 8025
RM40+	Racal-Milgo 4270 Clustered
	Terminal Series
SPD	Honeywell Incoterm SPD Intelligent
	Terminal Family
T4000	Tektronix 4000 Series
TDATA	Trend Data
TI700-TI765	Texas Instrument "Silent" 7000 Series
TI272	Telex Terminal Communications
	Information Display System
TM315, TM350	Tymshare Alphanumeric Display Units
TTY28	Teletype Model 28
U9300	Sperry Univac 9300 RJE
UT200	
V201, V203	Atlanthus
VT100	Digital Equipment VT-100
X1640, X1740	Xerox Teleprinters
X800, X850	Xerox Word Processor Units

FIGURE A.4: TERMINAL ABBREVIATIONS

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TERMINAL LOCATIONS

TIME PERIOD : 1981

NAC ADMIN ID	CITY	LOCATION ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	CIRCUIT INF NDV	TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TERM TYPE
05[illegible]	05001	WASH	DC	202426 BULLOCK	HDQT		ADMN	TP	AJ832	ASYN	1	FTS	300		TYMCH		INTER
[illegible]	05002	WASH	DC	202426 BULLOCK	HDQT		ADMN	TP	AJ841	ASYN	1	FTS	300		DOEIN		INTER
[illegible]	05003	WASH	DC	202426 BULLOCK	HDQT		ADMN	TP	OMRON	ASYN	1	FTS	1200		TYMSH		INTER
[illegible]	05004	WASH	DC	202426 BULLOCK	HDQT		ADMN	AN	TDATA	ASYN	1	FTS	1200		BOWNE		INTE
[illegible]	05005	WASH	DC	202426 BULLOCK	HDQT		ADMN	TP	DCT50	ASYN	1	FTS	1200		[illegible]		INTER
											1	FTS	1200		[illegible]		INTER
05[illegible]	05006	WASH	DC	202426 BULLOCK	HDQT		ADMN	AN	UT200	ASYN	1	FTS	12[illegible]		IDATA		INTE
[illegible]	05007	WASH	DC	202426 BULLOCK	HDQT		ADMN	PORT	TI735	ASYN	1	FTS	300		TYM		INTER
[illegible]	05008	WASH	DC	202426 BULLOCK	HDQT		ADMN	TP	TYM11	ASYN	1	FTS	300		CDC		INT
05[illegible]	05009	WASH	DC	202426 BULLOCK	HDQT		ADMN	TP	WU120	ASYN	1	FTS	300		TYMSH		INTER
											1	FTS	300		IDATA		INTER
											1	FTS	300		CDC		INTER
05[illegible]	05010	WASH	DC	202426 BULLOCK	HDQT		ADMN	TP	WU120	ASYN	1	FTS	150		CDC		INTER
											1	FTS	150		TYMSH		INTER
05[illegible]	05011	WASH	DC	202426 BULLOCK	HDQT		ADMN	AN	TDATA	ASYN	1	FTS	300		IDATA		INTER
05[illegible]	05012	WASH	DC	202426 BULLOCK	HDQT		ADMN	TP	AJ832	ASYN	1	FTS	300		[illegible]		INTER
05[illegible]	05013	WASH	DC	202426 BULLOCK	HDQT		ADMN	TP	TDATA	ASYN	1	FTS	300		BOWNE		[illegible]
05[illegible]	05014	WASH	DC	202426 BULLOCK	HDQT		ADMN	WP	XS00	ASYN	1	FTS	300		[illegible]		[illegible]
05[illegible]	05015	WASH	DC	202426 BULLOCK	HDQT		ADMN	INTEL	TI700	ASYN	1	FTS	1200		HFINS		[illegible]
05[illegible]	05016	WASH	DC	202426 BULLOCK	HDQT		ADMN	AN	V203	ASYN	1	FTS	1200		IDA		[illegible]
05[illegible]	05017	WASH	DC	202426 BULLOCK	HDQT		ADMN	RJE	D100	SYNC	1	FTS	4800		[illegible]		[illegible]
05[illegible]	05018	WASH	DC	202426 BULLOCK	HDQT		ADMN	AN	V20[illegible]	ASYN	1	FTS	12[illegible]		[illegible]		[illegible]

AD-A104 837 NETWORK ANALYSIS CORP VIENNA VA F/G 17/2
DEPARTMENT OF TRANSPORTATION DATA COMMUNICATIONS REQUIREMENTS A--ETC(U)
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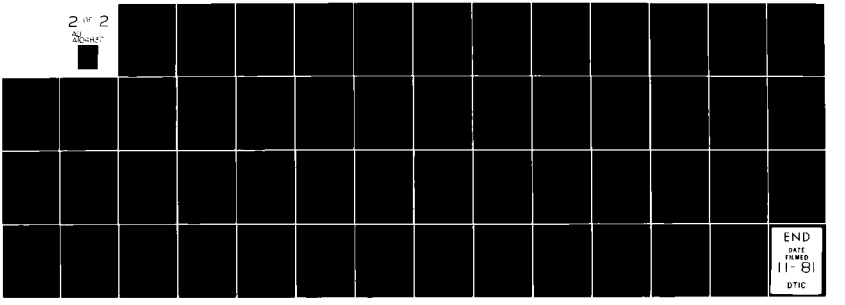
UNCLASSIFIED NAC/FR-3031.01 FAA/RD-81/70 NL



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NAC ADMIN ID	CITY	LOCATION ST ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TERM TYPE
OST	OS019	WASH DC 202426	BULLOCK	HDQT	ADMN		AN	T1200	ASYN	1	FTS	1200		CDC		INTER
OST	OS020	WASH DC 202426	RAY SMITH	HDQT	TCC		AN	I3277	ASYN	45	CABL	300		TCC	AMDAHL	INTER
OST	OS021	WASH DC 202426	RAY SMITH	HDQT	TCC		AN	I3270	ASYN	1	CABL	300		TCC	AMDAHL	INTER
OST	OS022	WASH DC 202426	RAY SMITH	HDQT	TCC		TP	TI700	ASYN	1	CABL	300		TCC	AMDAHL	INTER
OST	OS023	WASH DC 202426	RAY SMITH	HDQT	TCC		TP	TI700	ASYN	1	CABL	300		TCC	AMDAHL	INTER
OST	OS024	WASH DC 202426	RAY SMITH	HDQT	TCC		AN	HZ200	ASYN	1	CABL	300		TCC	AMDAHL	INTER
OST	OS025	WASH DC 202426	RAY SMITH	HDQT	TCC		AN	HZ200	ASYN	1	CABL	300		TCC	AMDAHL	INTER
OST	OS026	WASH DC 202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS027	WASH DC 202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS028	WASH DC 202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS029	WASH DC 202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS030	WASH DC 202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS031	WASH DC 202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS032	WASH DC 202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS033	WASH DC 202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS034	WASH DC 202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS035	WASH DC 202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS036	WASH DC 202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS037	WASH DC 202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS038	WASH DC 202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER

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ADMIN	NAC ID	LOCATION CITY	ST	AREA	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
OST	OS039	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS040	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS041	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS041	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS042	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS043	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS044	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS045	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS046	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS047	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS048	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS049	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS050	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS051	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS052	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS053	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS054	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS055	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS056	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS057	WASH	DC	202426	RAY SMITH	HDQT	TAOS		AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER

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ADMIN	NAC ID	CITY	LOCATION ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRMF TYPE
OST	OS058	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS059	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS060	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS061	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS062	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS063	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS063	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS064	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS065	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS066	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS067	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS068	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS069	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS070	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS071	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS072	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS073	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS074	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS075	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER
OST	OS076	WASH	DC	202426 RAY SMITH		HDQT	TAOS	AN	VT100	ASYN		1 CABL	300			TCC	PRIME	INTER

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ADMIN	NAC ID	CITY	LOCATION ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
OST	OS077	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS078	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS079	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS080	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS081	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS082	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS083	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS084	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS085	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS086	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS087	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS088	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS089	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS090	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS091	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS092	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS093	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS094	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS095	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS096	WASH	DC	202426 RAY SMITH		HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER

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ADMIN	NAC ID	CITY	LOCATION ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
OST	OS097	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS098	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS099	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS100	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS101	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS102	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS103	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS104	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS105	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS105	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS106	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS107	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS108	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS109	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS110	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS111	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS112	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS113	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS114	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER
OST	OS115	WASH	DC	202426 RAY SMITH	HDQT		TAOS	AN	VT100	ASYN		1	CABL	300		TCC	PRIME	INTER

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ADMIN	NAC ID	CITY	LOCATION ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
OST	OS116	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS117	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS118	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS119	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS120	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS121	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS122	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS123	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS124	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS125	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS126	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS127	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS128	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS129	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS130	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS131	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS132	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS133	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS134	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER
OST	OS135	WASH	DC	202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300			TCC	PRIME	INTER

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

TERMINAL LOCATIONS

TIME PERIOD : 1981

NAC ADMIN	ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
OST	OS136	WASH	DC	202426	RAY SMITH	HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS137	WASH	DC	202426	RAY SMITH	HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS138	WASH	DC	202426	RAY SMITH	HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS139	WASH	DC	202426	RAY SMITH	HDQT		TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	OS140	WASH	DC	202426	RAY SMITH	HDQT		TAOS	AN	VT100	ASYN	1	FTS	300		TCC	PRIME	INTER
OST	OS141	WASH	DC	202426	RAY SMITH	HDQT		TAOS	AN	VT100	ASYN	1	FTS	300		TCC	PRIME	INTER

DEPARTMENT OF TRANSPORTATION

U.S. COAST GUARD ADMINISTRATION

OPERATIONAL TERMINAL LOCATIONS

TIME PERIOD : 1981

ADMIN	NAC ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
CG	CG019	BOSTON	MA	617567	G-FIS-1	DT1	OPER	AMVER	TP	TTY28	ASYN	1	MULT	75		TCC	C300	MSG
CG	CG020	STLOUIS	MO	314425	G-FIS-1	DT2	OPER	AMVER	TP	TTY28	ASYN	1	MULT	75		TCC	C300	MSG
CG	CG021	NYC	NY	212995	G-FIS-1	DT3	OPER	AMVER	TP	TTY28	ASYN	1	MULT	75		TCC	C300	MSG
CG	CG022	PORTSMTH	VA	804393	G-FIS-1	DT5	OPER	AMVER	TP	TTY28	ASYN	1	MULT	75		TCC	C300	MSG
CG	CG023	MIAMI	FL	305350	G-FIS-1	DT7	OPER	AMVER	TP	TTY28	ASYN	1	MULT	75		TCC	C300	MSG
CG	CG024	NEW ORLNS	LA	504589	G-FIS-1	DT8	OPER	AMVER	TP	TTY28	ASYN	1	MULT	75		TCC	C300	MSG
CG	CG025	CLEVELAND	OH	216522	G-FIS-1	DT9	OPER	AMVER	TP	TTY28	ASYN	1	MULT	75		TCC	C300	MSG
CG	CG026	LONGBEACH	CA	213403	G-FIS-1	DT11	OPER	AMVER	TP	TTY28	ASYN	1	MULT	75		TCC	C300	MSG
CG	CG027	SANFRAN	CA	415556	G-FIS-1	DT12	OPER	AMVER	TP	TTY28	ASYN	1	MULT	75		TCC	C300	MSG
CG	CG028	SEATTLE	WA	399549	G-FIS-1	DT13	OPER	AMVER	TP	TTY28	ASYN	1	MULT	75		TCC	C300	MSG
CG	CG029	HONOLULU	HI	808546	G-FIS-1	DT14	OPER	AMVER	TP	TTY28	ASYN	1	WATS	75		TCC	C300	MSG
CG	CG030	JUNEAU	AK	907586	G-FIS-1	DT17	OPER	AMVER	TP	TTY28	ASYN	1	DDD	75		TCC	C300	MSG
CG	CG031	NYC-AMVER	NY	212995	G-FIS-1	AMVR	OPER	AMVER	TP	TTY28	ASYN	1	MULT	75		TCC	C300	MSG
CG	CG032	NYC-AMVER	NY	212995	G-FIS-1	AMVR	OPER	AMVER	TP	TTY28	ASYN	1	MULT	75		TCC	C300	MSG

DEPARTMENT OF TRANSPORTATION

U.S. COAST GUARD ADMINISTRATION

ADMINISTRATIVE TERMINAL LOCATIONS

TIME PERIOD : 1981

ADMIN	NAC ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
CG	CG001	BOSTON	MA	617576	G-FIS-1	DT1	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG002	STLOUIS	MO	314425	G-FIS-1	DT2	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG003	NYC	NY	212995	G-FIS-1	DT3	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG004	PORTSMTH	VA	804393	G-FIS-1	DT5	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG005	MIAMI	FL	305350	G-FIS-1	DT7	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG006	NEW ORLNS	LA	504589	G-FIS-1	DT8	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG007	CLEVELAND	OH	216522	G-FIS-1	DT9	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG008	LONGBEACH	CA	213423	G-FIS-1	DT11	ADMN	DIST	RJE	D100	SYNC	1	LPP	9600		TCC	C300	BATCH
CG	CG009	SANFRAN	CA	415556	G-FIS-1	DT12	ADMN	DIST	RJE	D100	SYNC	1	LPP	9600		TCC	C300	BATCH
CG	CG010	SEATTLE	WA	399549	G-FIS-1	DT13	ADMN	DIST	RJE	D100	SYNC	1	LPP	9600		TCC	C300	BATCH
CG	CG011	NYC-AMVER	NY	212995	G-FIS-1	AMVR	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG012	WASH-FIS	DC	202566	G-FIS-1	HDQT	ADMN	DIST	RJE	D100	SYNC	1	LD	2400		TCC	C300	BATCH
CG	CG013	WASH-BS	DC	202566	G-FIS-1	HDQT	ADMN	DIST	RJE	D100	SYNC	1	LD	2400		TCC	C300	BATCH
CG	CG014	WASH-JUMP	DC	202566	G-FIS-1	HDQT	ADMN	DIST	RJE	D100	SYNC	1	LD	2400		TCC	C300	BATCH
CG	CG015	WASH-OCN	DC	202566	G-FIS-1	HDQT	ADMN	DIST	RJE	D100	SYNC	1	LD	2400		TCC	C300	BATCH
CG	CG016	GROTON	CT	203445	G-FIS-1	LAB	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG017	HONOLULU	HI	808546	G-FIS-1	DT14	ADMN	DIST	RJE	D100	SYNC	1	WATS	2400		TCC	C300	BATCH
CG	CG018	JUNEAU	AK	907586	G-FIS-1	DT17	ADMN	DIST	RJE	D100	SYNC	1	DDD	2400		TCC	C300	BATCH

DEPARTMENT OF TRANSPORTATION

U.S. COAST GUARD ADMINISTRATION

OPERATIONAL TERMINAL LOCATIONS

TIME PERIOD : 1983

ADMIN	NAL ID	LOCATION CITY	ST	ACEA	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
CG	CG01*	BOSTON	MA	617567	G-FIS-1	DT1	OPER	AMVER	TP	TTY28	ASYN	1	83B3	1200		TCC	I360	MSG
CG	CG020	STLOUIS	MO	314425	G-FIS-1	DT2	OPER	AMVER	TP	TTY28	ASYN	1	83B3	1200		TCC	I360	MSG
CG	CG021	NYC	NY	212995	G-FIS 1	DT3	OPER	AMVER	TP	TTY28	ASYN	1	83B3	1200		TCC	I360	MSG
CG	CG022	PORTSMTH	VA	804393	G-FIS-1	DT5	OPER	AMVER	TP	TTY28	ASYN	1	83B3	1200		TCC	I360	MSG
CG	CG023	MIAMI	FL	305350	G-FIS-1	DT7	OPER	AMVER	TP	TTY28	ASYN	1	83B3	1200		TCC	I360	MSG
CG	CG024	NEW ORLNS	LA	504589	G-FIS-1	DT8	OPER	AMVER	TP	TTY28	ASYN	1	83B3	1200		TCC	I360	MSG
CG	CG025	CLEVELAND	OH	216522	G-FIS-1	DT9	OPER	AMVER	TP	TTY28	ASYN	1	83B3	1200		TCC	I360	MSG
CG	CG026	LONGBEACH	CA	213403	G-FIS-1	DT11	OPER	AMVER	TP	TTY28	ASYN	1	83B3	1200		TCC	I360	MSG
CG	CG027	SANFRAN	CA	415556	G-FIS-1	DT12	OPER	AMVER	TP	TTY28	ASYN	1	83B3	1200		TCC	I360	MSG
CG	CG028	SEATTLE	WA	399549	G-FIS-1	DT13	OPER	AMVER	TP	TTY28	ASYN	1	83B3	1200		TCC	I360	MSG
CG	CG029	HONOLULU	HI	808546	G-FIS-1	DT14	OPER	AMVER	TP	TTY28	ASYN	1	WATS	1200		TCC	I360	MSG
CG	CG030	JUNEAU	AK	907586	G-FIS-1	DT17	OPER	AMVER	TP	TTY28	ASYN	1	ODD	1200		TCC	I360	MSG
CG	CG031	NYL-AMVER	NY	212995	G-FIS-1	AMVR	OPER	AMVER	TP	TTY28	ASYN	1	83B3	1200		TCC	I360	MSG
CG	CG032	NYL-AMVER	NY	212995	G-FIS-1	AMVR	OPER	AMVER	TP	TTY28	ASYN	1	83B3	1200		TCC	I360	MSG
CG	CG176	PORTLAND	ME	207780	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	2	VAN	1200		OCC	P750	INTER
CG	CG177	PORTLAND	ME	207780	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG178	ROCKLAND	ME	207594	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG179	BOSTON	MA	617223	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	4	VAN	1200		OCC	P750	INTER
CG	CG180	BOSTON	MA	617223	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG181	GLOUSTER	MA	617283	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER

DEPARTMENT OF TRANSPORTATION

U.S. COAST GUARD ADMINISTRATION

OPERATIONAL TERMINAL LOCATIONS

TIME PERIOD : 1983

ADMIN	NAC ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NUV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TER TYPE
CG	CG182	BEDFORD	MA	617997	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTER
CG	CG183	PROVIDNCE	RI	401528	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	F750	INTER
CG	CG184	PROVIDNCE	RI	401528	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTER
CG	CG185	BOSTON	MA	617223	G-FIS-1	DT1	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	F750	INTER
CG	CG186	BOSTON	MA	617223	G-FIS-1	OPCN	OPER	SARS	AN		ASYN	2	VAN	1200		OCC	F750	INTER
CG	CG187	STLOUIS	MO	314425	G-FIS-1	DT2	OPER	MSIS	AN		ASYN	2	VAN	1200		OCC	F750	INTER
CG	CG188	STLOUIS	MO	314425	G-FIS-1	OPCN	OPER	SARS	AN		ASYN	2	VAN	1200		OCC	F750	INTER
CG	CG189	ALBANY	NY	518472	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	2	VAN	1200		OCC	F750	INTER
CG	CG190	ALBANY	NY	518472	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTER
CG	CG191	NEW HAVEN	CT	203432	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTER
CG	CG192	NEWLONDON	CT	203442	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTER
CG	CG193	NYC	NY	212668	G-FIS-1	COTP	OPER	MSIS	AN		ASYN	2	VAN	1200		OCC	F750	INTER
CG	CG194	NYC	NY	212668	G-FIS-1	MIO	OPER	MSIS	AN		ASYN	6	VAN	1200		OCC	F750	INTER
CG	CG195	NYC	NY	212668	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTER
CG	CG196	NEWLONDON	CT	203442	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTER
CG	CG197	BRIDGEPRT	CT	203579	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTER
CG	CG198	PHILA	PA	215456	G-FIS-1	COTP	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTER
CG	CG199	PHILA	PA	215466	G-FIS-1	MIO	OPER	MSIS	AN		ASYN	5	VAN	1200		OCC	F750	INTER
CG	CG200	PHILA	PA	215597	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTER
CG	CG201	WILMINGTN	NC	302537	G-FIS-1	DO	OPER	MSIS	AN		ASYN	2	VAN	1200		OCC	F750	INTER

DEPARTMENT OF TRANSPORTATION

U.S. COAST GUARD ADMINISTRATION

OPERATIONAL TERMINAL LOCATIONS

TIME PERIOD : 1983

ADMIN	NAC ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	MDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
CG	CG202	NYC	NY	212668	G-FIS-1	SOH	OPER	MSIS	AN		ASYN	3	VAN	2400		OCC	P75	INTER
CG	CG203	NYC-OCC	NY	212668	G-FIS-1	OCC	OPER	MSIS	AN		ASYN	8	VAN	1200		OCC	P75	INTER
CG	CG204	NYC-OCC	NY	212668	G-FIS-1	OCC	OPER	MSIS	AN		ASYN	5	VAN	4800		OCC	P750	INTER
CG	CG205	NYC	NY	212668	G-FIS-1	AD	OPER	MSIS	AN		ASYN	4	VAN	1200		OCC	P750	INTER
CG	CG206	NYC	NY	212668	G-FIS-1	DT3	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG207	NYC	NY	212668	G-FIS-1	OPCN	OPER	SARS	AN		ASYN	3	VAN	2400		OCC	P750	INTER
CG	CG208	NEWLONDON	CT	203642	G-FIS-1	ACAD	OPER	MSIS	AN		ASYN	1	VAN	4800		OCC	P750	INTER
CG	CG209	HAMPRDS	VA	804441	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG210	NORFOLK	VA	804441	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG211	REEDVILLE	VA	804453	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG212	BALTIMORE	MD	301962	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG213	WASH	DC	202426	G-FIS-1	DO	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG214	CAMBRIDGE	MD	301228	G-FIS-1	DO	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG215	BALTIMORE	MD	301752	G-FIS-1	DO	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG216	WILMINGTN	NC	919343	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG217	WILMINGTN	NC	919343	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG218	MOREHDCTY	NC	919726	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG219	YORKTOWN	VA	804827	G-FIS-1	RSRV	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG220	PORTSMTH	VA	804398	G-FIS-1	DT5	OPER	MSIS	AN		ASYN	5	VAN	1200		OCC	P750	INTER
CG	CG221	PORTSMTH	VA	804398	G-FIS-1	OPCN	OPER	SARS	AN		ASYN	2	VAN	2400		OCC	P750	INTER

DEPARTMENT OF TRANSPORTATION

U.S. COAST GUARD ADMINISTRATION

OPERATIONAL TERMINAL LOCATIONS

TIME PERIOD : 1983

ADMIN	NAC ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TYPE
CG	CG222	WASH-OCEN	DC	202426	G-FIS-1	HDQT	OPER	MSIS	AN		ASYN	2	VAN	2400		OCC	F750	INTER
CG	CG223	WASH	DC	202426	G-FIS-1	HDQT	OPER	MSIS	AN		ASYN	8	VAN	2400		OCC	F750	INTER
CG	CG224	WASH	DC	202426	G-FIS-1	HDQT	OPER	MSIS	AN		ASYN	8	VAN	2400		OCC	F750	INTER
CG	CG225	WASH	DC	202426	G-FIS-1	NMFS	OPER	MSIS	AN		ASYN	1	VAN	2400		OCC	F750	INTR
CG	CG226	WASH	DC	202426	G-FIS-1	USN	OPER	MSIS	AN		ASYN	1	VAN	4800		OCC	F750	INTR
CG	CG227	MIAMI	FL	305672	G-FIS-1	COTP	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTR
CG	CG228	CHARLETWN	SC	803724	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTR
CG	CG229	CHARLETWN	SC	803724	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTR
CG	CG230	JACKSONVL	FL	904791	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTR
CG	CG231	JACKSONVL	FL	904791	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTR
CG	CG232	TAMPA	FL	813228	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	4	VAN	1200		OCC	F750	INTR
CG	CG233	TAMPA	FL	813228	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTR
CG	CG234	SAVANNAH	GA	912232	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTR
CG	CG235	SAVANNAH	GA	912232	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTR
CG	CG236	MIAMI	FL	305350	G-FIS-1	MIO	OPER	MSIS	AN		ASYN	4	VAN	1200		OCC	F750	INTR
CG	CG237	MIAMI	FL	305350	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTR
CG	CG238	WP BEACH	FL	305833	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTR
CG	CG239	KEY WEST	FL	305294	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	F750	INTR
CG	CG240	MIAMI	FL	305350	G-FIS-1	DT7	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	F750	INTR
CG	CG241	MIAMI	FL	305350	G-FIS-1	OPCN	OPER	SARS	AN		ASYN	2	VAN	1200		OCC	F750	

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CG	CG242 HOUSTON	TX	713226	G-FIS-1	COTP	OPER	MSIS	AN		ASYN	2	VAN	1200		OCC	P750	INTE
CG	CG243 NEW ORLNS	LA	504589	G-FIS-1	COTP	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG244 HOUSTON	TX	713226	G-FIS-1	MIO	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG245 HOUSTON	TX	713226	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG246 NEW ORLNS	LA	504589	G-FIS-1	MIO	OPER	MSIS	AN		ASYN	7	VAN	1200		OCC	P750	INTER
CG	CG247 NEW ORLNS	LA	504589	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG249 EATONROE	LA	504389	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG249 HOUMA	LA	504879	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG250 MORGANCTY	LA	504384	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG251 GALVESTN	TX	713763	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG252 GALVESTN	TX	713763	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG253 PTARTHUR	TX	713983	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG254 PTARTHUR	TX	713983	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG255 MOBILE	AL	205690	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG256 MOBILE	AL	205690	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG257 PENSACOLA	FL	904432	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG258 BILOXI	MS	601432	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG259 CRPCHRIST	TX	512888	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG260 CRPCHRIST	TX	512888	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG261 BROWNVLLE	TX	512546	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER

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CG	CG262	NEW ORLNS	LA	504589	G-FIS-1	DT8	OPER	MSIS	AN		ASYN	4	VAN	1200		OCC	P75	INTE
CG	CG263	NEW ORLNS	LA	504589	G-FIS-1	OPCN	OPER	SARS	AN		ASYN	2	VAN	1200		OCC	P750	INTE
CG	CG264	CLEVELAND	LA	216522	G-FIS-1	DT9	OPER	MSIS	AN		ASYN	5	VAN	1200		OCC	P750	INTE
CG	CG265	CLEVELAND	LA	216522	G-FIS-1	OPCN	OPER	SARS	AN		ASYN	2	VAN	1200		OCC	P750	INTE
CG	CG266	LONGBEACH	CA	213590	G-FIS-1	COTP	OPER	MSIS	AN		ASYN	2	VAN	1200		OCC	P750	INTE
CG	CG267	LONGBEACH	CA	213590	G-FIS-1	MIO	OPER	MSIS	AN		ASYN	4	VAN	1200		OCC	P750	INTE
CG	CG268	LONGBEACH	CA	213590	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTE
CG	CG269	SAN DIEGO	CA	714293	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	2	VAN	1200		OCC	P750	INTE
CG	CG270	SAN DIEGO	CA	714293	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTE
CG	CG271	LONGBEACH	CA	213590	G-FIS-1	DT11	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTE
CG	CG272	LONGBEACH	CA	213590	G-FIS-1	OPCN	OPER	SARS	AN		ASYN	2	VAN	1200		OCC	P750	INTE
CG	CG273	MONTEREY	CA	408375	G-FIS-1	COTP	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTE
CG	CG274	HUMBOLDT	CA	707443	G-FIS-1	COTP	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTE
CG	CG275	SAN FRAN	CA	415556	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	6	VAN	1200		OCC	P750	INTE
CG	CG276	SAN FRAN	CA	415556	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTE
CG	CG277	EUREKA	CA	707443	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTE
CG	CG278	SAN FRAN	CA	415556	G-FIS-1	AO	OPER	MSIS	AN		ASYN	4	VAN	1200		OCC	P750	INTE
CG	CG279	SAN FRAN	CA	415556	G-FIS-1	DT12	OPER	MSIS	AN		ASYN	5	VAN	1200		OCC	P750	IN
CG	CG280	MONTEREY	CA	408375	G-FIS-1	FNOC	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	IN
CG	CG281	SEATTLE	WA	206442	G-FIS-1	MIO	OPER	MSIS	AN		ASYN	4	VAN	1200		OCC	P750	IN

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CG	CG282	SEATTLE	WA	206442	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG283	TAKOMA	WA	206593	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG284	PORT ANG	WA	206452	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG285	BELLING	WA	2066 6	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG286	PORTLAND	OR	503221	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG287	PORTLAND	OR	503221	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG288	COOS BAY	OR	503269	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG289	ABERDEEN	WA	206532	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG290	ASTORIA	OR	503269	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG291	SEATTLE	WA	206442	G-FIS-1	DT13	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG292	SEATTLE	WA	206442	G-FIS-1	OPCN	OPER	SARS	AN		ASYN	2	VAN	1200		OCC	P750	INTER
CG	CG293	JUNEAU	AK	907586	G-FIS-1	DT17	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG294	JUNEAU	AK	907586	G-FIS-1	OPCN	OPER	SARS	AN		ASYN	2	VAN	1200		OCC	P750	INTER
CG	CG295	KODIAK	AK	907487	G-FIS-1	RCC	OPER	MSIS	AN		ASYN	2	VAN	1200		OCC	P750	INTER
CG	CG295	HONOLULU	HI	808546	G-FIS-1	DT14	OPER	MSIS	AN		ASYN	2	VAN	1200		OCC	P750	INTER
CG	CG297	HONOLULU	HI	808546	G-FIS-1	OPCN	OPER	SARS	AN		ASYN	2	VAN	1200		OCC	P750	INTER
CG	CG298	SAN JUAN	PR	809725	G-FIS-1	MSO	OPER	MSIS	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG299	SAN JUAN	PR	809725	G-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG300	SAN JUAN	PR	809725	G-FIS-1	RCC	OPER	SRAS	AN		ASYN	2	VAN	1200		OCC	P750	INTER
CG	CG301	GUAM		******	G-FIS-1	MAR	OPER	MSIS	AN		ASYN	2	VAN	1200		OCC	P750	INTER

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CG	CG302	BOSTON	MA	617576	G-FIS-1	DT1	OPER	SAR	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG303	STLOUIS	MO	314425	G-FIS-1	DT2	OPER	SAR	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG304	NYC	NY	212995	G-FIS-1	DT3	OPER	SAR	AN		ASYN	4	VAN	1200		OCC	P750	INTER
CG	CG305	PORTSMTH	VA	804393	G-FIS-1	DT5	OPER	SAR	AN		ASYN	4	VAN	1200		OCC	P750	INTER
CG	CG306	MIAMI	FL	305350	G-FIS-1	DT7	OPER	SAR	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG307	NEW ORLNS	LA	504589	G-FIS-1	DT8	OPER	SAR	AN		ASYN	4	VAN	1200		OCC	P750	INTER
CG	CG308	CLEVELAND	OH	216522	G-FIS-1	DT9	OPER	SAR	AN		ASYN	5	VAN	1200		OCC	P750	INTER
CG	CG309	LONGBEACH	CA	213423	G-FIS-1	DT11	OPER	SAR	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG310	SANFRAN	CA	415556	G-FIS-1	DT12	OPER	SAR	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG311	SEATTLE	WA	399549	G-FIS-1	DT13	OPER	SAR	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG312	HONOLULU	HI	808546	G-FIS-1	DT14	OPER	SAR	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG313	JUNEAU	AK	907586	G-FIS-1	DT17	OPER	SAR	AN		ASYN	3	VAN	1200		OCC	P750	INTER
CG	CG314	SAN JUAN	PR	809725	G-FIS-1	CNTR	OPER	SAR	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG315	KODIAK	AK	907487	G-FIS-1	CNTR	OPER	SAR	AN		ASYN	1	VAN	1200		OCC	P750	INTER
CG	CG316	SCOTT AFB		******	G-FIS-1	AFB	OPER	SAR	AN		ASYN	1	VAN	1200		OCC	P750	INTER

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CG	CG001	BOSTON	MA	617576	G-FIS-1	DT1	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG002	STLOUIS	MO	314425	G-FIS-1	DT2	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG004	PORTSMTH	VA	804393	G-FIS-1	DT5	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG003	NYC	NY	212995	G-FIS-1	DT3	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG008	LONGBEACH	CA	213423	G-FIS-1	DT11	ADMN	DIST	RJE	D100	SYNC	1	LPP	9600		TCC	C300	BATCH
CG	CG007	CLEVELAND	OH	216522	G-FIS-1	DT9	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG006	NEW ORLNS	LA	504589	G-FIS-1	DT8	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG005	MIAMI	FL	305350	G-FIS-1	DT7	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG016	GROTON	CT	203445	G-FIS-1	LAB	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG015	WASH-OCN	DC	202566	G-FIS-1	HDQT	ADMN	DIST	RJE	D100	SYNC	1	LD	2400		TCC	C300	BATCH
CG	CG014	WASH-JUMP	DC	202566	G-FIS-1	HDQT	ADMN	DIST	RJE	D100	SYNC	1	LD	2400		TCC	C300	BATCH
CG	CG013	WASH-BS	DC	202566	G-FIS-1	HDQT	ADMN	DIST	RJE	D100	SYNC	1	LD	2400		TCC	C300	BATCH
CG	CG012	WASH-FIS	DC	202566	G-FIS-1	HDQT	ADMN	DIST	RJE	D100	SYNC	1	LD	2400		TCC	C300	BATCH
CG	CG011	NYC-AMVER	NY	212995	G-FIS-1	AMVR	ADMN	DIST	RJE	D100	SYNC	1	FX	2400		TCC	C300	BATCH
CG	CG010	SEATTLE	WA	399549	G-FIS-1.	DT13	ADMN	DIST	RJE	D100	SYNC	1	LPP	9600		TCC	C300	BATCH
CG	CG009	SANFRAN	CA	415556	G-FIS-1	DT12	ADMN	DIST	RJE	D100	SYNC	1	LPP	9600		TCC	C300	BATCH
CG	CG017	HONOLULU	HI	808546	G-FIS-1	DT14	ADMN	DIST	RJE	D100	SYNC	1	WATS	2400		TCC	C300	BATCH
CG	CG018	JUNEAU	AK	907586	G-FIS-1	DT17	ADMN	DIST	RJE	D100	SYNC	1	DDD	2400		TCC	C300	BATCH
CG	CG033	ALAMEDA	CA	415273	G-FIS-1	FLD	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I300	INTER
CG	CG034	BALTIMORE	MD	301789	G-FIS-1	FLD	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I300	INTER

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CG	CG035	BOSTON	MA	617223	G-FIS-1	DT1	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG036	CAPE MAY	NJ	609884	G-FIS-1	FLD	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG037	CLEVELAND	OH	216522	G-FIS-1	DT9	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG038	ELIZACITY	NC	919338	G-FIS-1	ARSC	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG039	HONOLULU	HI	808546	G-FIS-1	DT14	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG040	JUNEAU	AK	907586	G-FIS-1	DT17	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG041	LONGBEACH	CA	213590	G-FIS-1	DT11	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG042	MIAMI	FL	305350	G-FIS-1	DT7	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG043	NEWLONDON	CT	203443	G-FIS-1	ACAD	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG044	NEW ORLNS	LA	504589	G-FIS-1	DT8	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG045	NYC	NY	212995	G-FIS-1	DT3	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG046	OAKCITY	OK	405686	G-FIS-1	FLD	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG047	PETALUMA	CA	707762	G-FIS-1	FLD	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG048	PORTSMTH	VA	804398	G-FIS-1	DT5	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG049	SAN FRAN	CA	415556	G-FIS-1	DT12	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG050	SEATTLE	WA	206442	G-FIS-1	DT13	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG051	STLOUIS	MO	314425	G-FIS-1	DT2	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG052	YORKTOWN	VA	804827	G-FIS-1	FLD	ADMN	JUMPPS	AN		ASYN	1	VAN	1200		TCC	I360	INTER
CG	CG073	WASH	DC	202426	G-FIS-1	MPC	ADMN	JUMPPS	RJE	SYCOR	ASYN	3	LD	1200		MPC	I360	INTER
CG	CG074	WASH	DC	202426	G-FIS-1	MPC	ADMN	JUMPPS	RJE	SYCOR	ASYN	3	LD	1200		MPC	I360	INTER

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CG	CG075	BOSTON	MA	617232	G-FIS-1	DT1	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG076	STLOUIS	MO	314425	G-FIS-1	DT1	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG077	NYC	NY	212668	G-FIS-1	DT3	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG078	PORTSMTH	VA	804398	G-FIS-1	DT5	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG079	MIAMI	FL	305350	G-FIS-1	DT7	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG080	NEW ORLNS	LA	504589	G-FIS-1	DT8	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG081	CLEVELAND	OH	216522	G-FIS-1	DT9	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG082	LONGBEACH	CA	213590	G-FIS-1	DT11	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG083	SANFRAN	CA	415556	G-FIS-1	DT12	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG084	SEATTLE	WA	206442	G-FIS-1	DT13	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG085	HONOL'LU	HI	808546	G-FIS-1	DT14	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG086	JUNEAU	AK	907586	G-FIS-1	DT17	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG087	ST PETE	FL	813536	G-FIS-1	FLD	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG088	ELIZACITY	NC	919338	G-FIS-1	ARSC	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG089	CAPE MAY	NJ	609884	G-FIS-1	FLD	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG090	OPA LOKA	FL	305681	G-FIS-1	FLD	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG091	OAKCITY	OK	405686	G-FIS-1	FLD	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG092	PETALUMA	CA	707762	G-FIS-1	FLD	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG093	ALAMEDA	CA	415273	G-FIS-1	FLD	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG094	YORKTOWN	VA	804827	G-FIS-1	FLD	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH

DEPARTMENT OF TRANSPORTATION

U.S. COAST GUARD ADMINISTRATION

ADMINISTRATIVE TERMINAL LOCATIONS

TIME PERIOD : 1983

ADMIN	NAC ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
CG	CG095	SACRAMNTO	CA	916927	G-FIS-1	FLD	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG096	NYC-AMVER	NY	212668	G-FIS-1	AMVR	ADMN	JUMPFS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG097	WASH-OCN	DC	202426	G-FIS-1	FLD	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	LD	1200		MPC	C300	BATCH
CG	CG098	CAPE COD	MA	617693	G-FIS-1	AS	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG099	SWHARBOR	ME	207244	G-FIS-1	GRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG100	WOODSHOLE	MA	617548	G-FIS-1	GRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG101	PORTLAND	ME	207780	G-FIS-1	GRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG102	BOSTON	MA	617223	G-FIS-1	GRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG103	NYC-AMVER	NY	212668	G-FIS-1	SC	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG104	NYC	NY	212668	G-FIS-1	SC	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG105	PORTSMTH	VA	804398	G-FIS-1	GRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG106	ELIZ CITY	NC	919338	G-FIS-1	AS	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG107	BALTIMORE	MD	301789	G-FIS-1	GRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG108	OFA LOCKA	FL	305681	G-FIS-1	AS	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG109	CLEARWTR	FL	813441	G-FIS-1	AS	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG110	MIAMI	FL	305350	G-FIS-1	GRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG111	ST PETER	FL	813536	G-FIS-1	GRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG112	MOBILE	AL	205690	G-FIS-1	BASE	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG113	GALVESTON	TX	713763	G-FIS-1	BASE	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG114	NEW ORLNS	LA	504589	G-FIS-1	BASE	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH

DEPARTMENT OF TRANSPORTATION

U.S. COAST GUARD ADMINISTRATION

ADMINISTRATIVE TERMINAL LOCATIONS

TIME PERIOD : 1983

ADMIN	NAC ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
CG	CG115	TRAV CITY	MI	616946	G-FIS-1	AS	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG116	BUFFALO	NY	716846	G-FIS-1	GRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG117	DETROIT	MI	313226	G-FIS-1	GRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG118	MUSKEGON	MI	616722	G-FIS-1	GRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG119	MILWAUKEE	WI	414224	G-FIS-1	GRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG120	SAULTSTM	MI	906632	G-FIS-1	GRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG121	SAN FRAN	CA	414556	G-FIS-1	AS	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG122	SAN FRAN	CA	414223	G-FIS-1	GRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG123	NORTHBEND	OR	503756	G-FIS-1	GRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG124	SANFRAN	CA	414556	G-FIS-1	FLD	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG125	KODIAK	AK	907487	G-FIS-1	AS	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG126	KODIAK	AK	907487	G-FIS-1	SC	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG127	MOBILE	AL	205690	G-FIS-1	AS	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG128	NEWLONDON	CT	203442	G-FIS-1	ACAD	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATCH
CG	CG129	WASH	DC	202426	G-FIS-1	HDQT	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG130	MOBILE	AL	205534	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG131	LITTLEROC	AR	501372	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG132	GRAND PRA	TX	214641	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG133	OFA LOCKA	FL	305350	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG134	TRAV CITY	MI	616946	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER

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U.S. COAST GUARD ADMINISTRATION

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ADMIN	NAC ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PRGG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
CG	CG135	MCKINLEY	CA	707839	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG136	CORPCHRIS	TX	512734	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG137	BARBSPOIN	HI	808682	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG138	GLENVIEW	IL	409657	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG139	BELCHASEL	LA	504682	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG140	OTIS AFB	MA	617968	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG141	SAN DIEGO	CA	714895	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG142	CAPE MAY	NJ	609348	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG143	CORDOVA	AK	907424	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG144	MCLEN AFB	CA	916533	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG145	AGUADILLA	TX	809825	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG146	HOUSTON	TX	713525	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG147	SELFDGE	MI	313455	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG148	LOSANCEL	CA	213966	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG149	SAVANNAH	GA	912248	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG150	NORTHBEND	OR	503756	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG151	WARRENTON	OR	503861	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG152	KODIA#	AK	907487	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG153	PORTANGEL	WA	206457	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG154	SAN FRAN	CA	415466	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER

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U.S. COAST GUARD ADMINISTRATION

ADMINISTRATIVE TERMINAL LOCATIONS

TIME PERIOD : 1983

ADMIN	NAC ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
CG	CG155	BROOKLYN	NY	21_264	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG156	CLEARWTR	FL	813821	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
CG	CG157	WASH	DC	202426	G-FIS-1	HDQT	ADMN	PMIS	AN		ASYN	3	VAN	1200		FAA	I370	INTER
CG	CG158	CURTISBAY	MD	301789	G-FIS-1	YARD	ADMN	PMIS	AN		ASYN	2	VAN	1200		FAA	I370	INTER
CG	CG159	NEW YORK	NY	212668	G-FIS-1	DT3	ADMN	PMIS	AN		ASYN	2	VAN	1200		FAA	I370	INTER
CG	CG160	BROOKLYN	NY	212264	G-FIS-1	SPC	ADMN	PMIS	AN		ASYN	1	VAN	1200		FAA	I370	INTER
CG	CG161	NEWLONDON	CT	203642	G-FIS-1	ACAD	ADMN	PMIS	AN		ASYN	1	VAN	1200		FAA	I370	INTER
CG	CG162	BOSTON	MA	617223	G-FIS-1	DTS	ADMN	PMIS	AN		ASYN	1	VAN	1200		FAA	I370	INTER
CG	CG163	PORTSMTH	VA	804398	G-FIS-1	DTS	ADMN	PMIS	AN		ASYN	1	VAN	1200		FAA	I370	INTER
CG	CG164	YORKTOWN	VA	804827	G-FIS-1	FLD	ADMN	PMIS	AN		ASYN	1	VAN	1200		FAA	I370	INTER
CG	CG165	ELIZ CITY	NC	919338	G-FIS-1	ARSC	ADMN	PMIS	AN		ASYN	1	VAN	1200		FAA	I370	INTER
CG	CG166	LONGBEACH	CA	213590	G-FIS-1	DT11	ADMN	PMIS	AN		ASYN	1	VAN	1200		FAA	I370	INTER
CG	CG167	SAN FRAN	CA	415556	G-FIS-1	DT12	ADMN	PMIS	AN		ASYN	1	VAN	1200		FAA	I370	INTER
CG	CG168	PETALUMA	CA	707762	G-FIS-1	FLD	ADMN	PMIS	AN		ASYN	1	VAN	1200		FAA	I370	INTER
CG	CG169	HONOLULU	HI	808546	G-FIS-1	DT14	ADMN	PMIS	AN		ASYN	1	VAN	1200		FAA	I370	INTER
CG	CG170	SEATTLE	WA	206442	G-FIS-1	DT13	ADMN	PMIS	AN		ASYN	1	VAN	1200		FAA	I370	INTER
CG	CG171	JUNEAU	AK	907586	G-FIS-1	DT17	ADMN	PMIS	AN		ASYN	1	VAN	1200		FAA	I370	INTER
CG	CG172	KODIAK	AK	907487	G-FIS-1	SDC	ADMN	PMIS	AN		ASYN	1	VAN	1200		FAA	I370	INTER
CG	CG173	MIAMI	FL	305350	G-FIS-1	DT7	ADMN	PMIS	AN		ASYN	1	VAN	1200		FAA	I370	INTER
CG	CG174	NEW ORLNS	LA	504589	G-FIS-1	DT8	ADMN	PMIS	AN		ASYN	1	VAN	1200		FAA	I370	INTER

DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

TERMINAL LOCATIONS

TIME PERIOD : 1981

ADMIN	NAC ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	FAA TYPE
FAA	FA001	ATLANTA	GA	404526	BARTON	ACO	ADMN	AMIS	AN	TL272	SYNC	2	ADCN	2400	GD72817	FAA	I370	INTER
									TP	TL272	SYNC	2	ADCN	2400	GD72817	FAA	I370	INTER
FAA	FA002	ANCHORAGE	AK	907265	BARTON	AAL	ADMN	AMIS	AN	TL272	SYNC	2	ADCN	2400	GD72822	FAA	I370	INTER
									TP	TL272	SYNC	2	ADCN	2400	GD72823	FAA	I370	INTER
FAA	FA003	ATLANT CY	NJ	609641	BARTON	FATC	ADMN	AMIS	AN	TL272	SYNC	2	ADCN	2400	GD90057	FAA	I370	INTER
									TP	TL272	SYNC	2	ADCN	2400	GD90057	FAA	I370	INTER
FAA	FA004	MINNEAPOL	MN	612726	BARTON	FIFO	ADMN	AMIS	AN	TL272	SYNC	2	ADCN	2400	GD72821003	FAA	I370	INTER
									TP	TL272	SYNC	2	ADCN	2400	GD72821003	FAA	I370	INTER
FAA	FA005	BTLE CRK	MI	616763	BARTON	FIFO	ADMN	AMIS	AN	TL272	SYNC	2	ADCN	2400	GD72821002	FAA	I370	INTER
									TP	TL272	SYNC	2	ADCN	2400	GD72821002	FAA	I370	INTER
FAA	FA006	HONOLULU	HI	508955	BARTON	ADF	ADMN	AMIS	AN	TL272	SYNC	3	ADCN	2400	GD72806	FAA	I370	INTER
									TP	TL272	SYNC	3	ADCN	2400	GD72806	FAA	I370	INTER
FAA	FA007	L ANGELES	CA	213536	BARTON	AWE	ADMN	AMIS	AN	TL272	SYNC	2	ADCN	2400	GD72819	FAA	I370	INTER
									TP	TL272	SYNC	2	ADCN	2400	GD72819	FAA	I370	INTER
FAA	FA008	SEATTLE	WA	206767	BARTON	ANW	ADMN	AMIS	AN	TL272	SYNC	1	ADCN	2400	GD72819001	FAA	I370	INTER
									TP	TL272	SYNC	1	ADCN	2400	GD72819001	FAA	I370	INTER
FAA	FA009	OKC	OK	405686	BARTON	AAC	ADMN	AMIS	AN	TL272	SYNC	16	ADCN	2400	CABL	FAA	I370	INTER
									TP	TL272	SYNC	15	ADCN	2400	CABL	FAA	I370	INTER
FAA	FA010	ATLANTA	GA	404526	BARTON	ANO	ADMN	PMIS	INTEL	SPD	ASYN	5	ADCN	2400	GD72817	FAA	I370	INTER
FAA	FA011	ANCHORAGE	AK	907265	BARTON	AAL	ADMN	PMIS	INTEL	SPD	ASYN	3	ADCN	2400	GD72823	FAA	I370	INTER
FAA	FA012	BOSTON	MA	617273	BARTON	ANE	ADMN	PMIS	INTEL	SPD	ASYN	3	ADCN	2400	GD72818002	FAA	I370	INTER
									INTEL	H1600	ASYN	2	ADCN	2400	GD72818002	FAA	I370	INTER
FAA	FA013	ATLANTCTY	NJ	609641	BARTON	FATC	ADMN	PMIS	INTEL	SPD	ASYN	3	ADCN	2400	GD72818001	FAA	I370	INTER
FAA	FA014	KANSASCTY	MO	816374	BARTON	ACE	ADMN	PMIS	INTEL	SPD	ASYN	3	ADCN	2400	FDD03360	FAA	I370	INTER
FAA	FA015	CHICAGO	IL	312694	BARTON	AGL	ADMN	PMIS	INTEL	SPD	ASYN	5	ADCN	2400	GD72821	FAA	I370	INTER

DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

TERMINAL LOCATIONS

TIME PERIOD : 1981

ADMIN	NAS ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NOV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
FAA	FA01[illegible]	DENVER	CO	303837	BARTON	ARM	ADMN	PMIS	INTEL	SPD	ASYN	3	ADCN	2400	GD90072	FAA	I370	INTER
FAA	FA017	FT WORTH	TX	817624	BARTON	ASW	ADMN	PMIS	INTEL	SPD	ASYN	5	ADCN	2400	FDDC3312	FAA	I370	INTER
FAA	FA01[illegible]	HONOLULU	HI	808955	BARTON	ADC	ADMN	PMIS	INTEL	SPD	ASYN	2	ADCN	2400	GD72806	FAA	I370	INTER
FAA	FA019	WASH	DC	202426	BARTON	HDQT	ADMN	PMIS	INTEL	SPD	ASYN	13	ADCN	2400	GD9004	FAA	I370	INTER
								PMIS-DOT	INTEL	H1600	ASYN	25	ADCN	2400	GD72820	FAA	I370	INTER
FAA	FA02[illegible]	L ANGELES	CA	213536	BARTON	AWE	ADMN	PMIS	INTEL	SPD	ASYN	4	ADCN	2400	GD72819	FAA	I3[illegible]	INTER
FAA	FA021	SEATTLE	WA	206767	BARTON	ANW	ADMN	PMIS	INTEL	SPD	ASYN	3	ADCN	2400	GD72819001	FAA	I370	INTER
FAA	FA022	OAK CITY	OK	405686	BARTON	AAC	ADMN	PMIS	INTEL	SPD	ASYN	9	ADCN	2400	CABL	FAA	I370	INTER
FAA	FA023	NYC	NY	212663	BARTON	AEA	ADMN	PMIS	INTEL	SPD	ASYN	5	ADCN	2400	GD72814	FAA	I370	INTER
FAA	FA024	ATLANTA	GA	404526	BARTON	ASO	ADMN	UPS	RJE	4PHS	SYNC	1	ADCN	2400	GD72817	FAA	I370	BATCH
FAA	FA025	ANCHORAGE	AK	907265	BARTON	AAL	ADMN	UPS	RJE	4PHS	SYNC	1	ADCN	2400	GD72823	FAA	I370	BATCH
FAA	FA026	NYC	NY	212663	BARTON	AEA	ADMN	UPS	RJE	4PHS	SYNC	2	ADCN	2400	GD72814	FAA	I370	BATCH
FAA	FA027	ATLANTCTY	NJ	609641	BARTON	FATC	ADMN	UPS	RJE	4PHS	SYNC	1	ADCN	2400	GD72819001	FAA	I370	BATCH
FAA	FA028	KANSAYCTY	MO	816374	BARTON	ACE	ADMN	UPS	RJE	4PHS	SYNC	1	ADCN	2400	FDDC00360	FAA	I370	BATCH
FAA	FA029	DENVER	CO	303837	BARTON	ARM	ADMN	UPS	RJE	4PHS	SYNC	1	ADCN	2400	GD72836	FAA	I370	BATCH
FAA	FA030	FT WORTH	TX	817624	BARTON	ASW	ADMN	UPS	RJE	4PHS	SYNC	1	ADCN	2400	FDDC331219	FAA	I370	BATCH
FAA	FA031	HONOLULU	HI	808955	BARTON	ADC	ADMN	UPS	RJE	4PHS	SYNC	1	ADCN	2400	GD72806	FAA	I370	BATCH
FAA	FA032	WASH	DC	202426	BARTON	HDQT	ADMN	UPS	RJE	4PHS	SYNC	2	ADCN	2400	GD70004	FAA	I370	BATCH
FAA	FA033	L ANGELES	CA	213536	BARTON	AWE	ADMN	UPS	RJE	4PHS	SYNC	1	ADCN	2400	GD72836	FAA	I370	BATCH
FAA	FA034	OKC CITY	OK	405686	BARTON	FAA	ADMN	UPS	RJE	4PHS	SYNC	1	ADCN	2400	CABL	FAA	I370	BATCH

DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

TERMINAL LOCATIONS

TIME PERIOD : 198

ADMIN	NAC ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TERM TYPE
FAA	FA035	SEATTLE	WA	206767	T.DAVIDISON	FIFO	ADMN	IAPA	AN		ASYN	2	LPP	2400		FAA	DEC	INTER
									GRAPH		ASYN	1	LPP	4800		FAA	DEC	INTER
FAA	FA036	MINNEA	MN	612726	T.DAVIDISON	FIFO	ADMN	IAPA	AN		ASYN	2	ADCN	2400		FAA	DEC	INTER
									GRAPH		ASYN	1	ADCN	4800		FAA	DEC	INTER
FAA	FA037	BTLE CRK	MI	616963	T.DAVIDISON	FIFO	ADMN	IAPA	AN		ASYN	2	ADCN	2400		FAA	DEC	INTER
									GRAPH		ASYN	1	ADCN	4800		FAA	DEC	INTER
FAA	FA038	ATLANTCTY	NJ	609641	T.DAVIDISON	FATC	ADMN	IAPA	AN		ASYN	2	ADCN	2400		FAA	DEC	INTER
									GRAPH		ASYN	1	ADCN	4800		FAA	DEC	INTER
FAA	FA039	ATLANTA	GA	404691	T.DAVIDISON	FIFO	ADMN	IAPA	AN		ASYN	2	ADCN	2400		FAA	DEC	INTER
									GRAPH		ASYN	1	ADCN	4800		FAA	DEC	INTER
FAA	FA040	ANCHORAGE	AK	907279	T.DAVIDISON	FIFO	ADMN	IAPA	AN		ASYN	2	ADCN	2400		FAA	DEC	INTER
									GRAPH		ASYN	1	ADCN	4800		FAA	DEC	INTER
FAA	FA041	HONOLULU	HI	808841	T.DAVIDISON	FIFO	ADMN	IAPA	AN		ASYN	2	ADCN	2400		FAA	DEC	INTER
									GRAPH		ASYN	1	ADCN	4800		FAA	DEC	INTER
FAA	FA042	OKC	OK	405686	T.DAVIDISON	ACAD	ADMN	IAPA	AN		ASYN	4	CABL	4800		FAA	DEC	INTER
									GRAPH		ASYN	2	CABL	4800		FAA	DEC	INTER
FAA	FA043	OKC	OK	405787	T.DAVIDISON	AAC	ADMN	IAPA	GRAPH		ASYN	1	CABL	4800		FAA	DEC	INTER
FAA	FA044	WASH	DC	202426	T.DAVIDISON	HDQT	ADMN	IAPA	AN		ASYN	1	ADCN	1200		FAA	DEC	INTER
FAA	FA045	L ANGELES	CA	213534	T.DAVIDISON	AWE	ADMN	IAPA	AN		ASYN	3	ADCN	9600	GS72819	FAA	DEC	INTER

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FAA	[illegible]	WASH	DC	202426	J.OWENS	HQOT	ADMN	UAS	AN		ASYN	8	ADCN	300		FAA	IBM	INTER
									TP		ASYN	3	ADCN	300		FAA	IBM	INTER
FAA	FA077	WASH	DC	202426	J.OWENS	ARPT	ADMN	UAS	AN		ASYN	6	ADCN	300		FAA	IBM	INTER
									TP		ASYN	4	ADCN	300		FAA	IBM	INTER
FAA	FA078	OKC	OK	405686	J.OWENS	AAC	ADMN	UAS	AN		ASYN	22	ADCN	300		FAA	IBM	INTER
									TP		ASYN	8	ADCN	300		FAA	IBM	INTER
FAA	FA079	ANCHORAGE	AK	907265	J.OWENS	AAL	ADMN	UAS	AN		ASYN	5	ADCN	300		FAA	IBM	INTER
									TP		ASYN	2	ADCN	300		FAA	IBM	INTER
FAA	FA080	NYC	NY	212663	J.OWENS	AEA	ADMN	UAS	AN		ASYN	15	ADCN	300		FAA	IBM	INTER
									TP		ASYN	5	ADCN	300		FAA	IBM	INTER
FAA	FA081	KANSASCITY	MO	816374	J.OWENS	ACE	ADMN	UAS	AN		ASYN	12	ADCN	300		FAA	IBM	INTER
									TP		ASYN	4	ADCN	300		FAA	IBM	INTER
FAA	FA082	ATLANTICTY	NJ	609641	J.OWENS	FATC	ADMN	UAS	AN		ASYN	9	ADCN	300		FAA	IBM	INTER
									TP		ASYN	3	ADCN	300		FAA	IBM	INTER
FAA	FA083	HONOLULU	HI	808955	J.OWENS	ADC	ADMN	UAS	AN		ASYN	2	ADCN	300		FAA	IBM	INTER
									TP		ASYN	2	ADCN	300		FAA	IBM	INTER
FAA	FA084	ATLANTA	GA	404526	J.OWENS	ASO	ADMN	UAS	AN		ASYN	12	ADCN	300		FAA	IBM	INTER
									TP		ASYN	4	ADCN	300		FAA	IBM	INTER
FAA	FA085	FORTWORTH	TX	817624	J.OWENS	ASW	ADMN	UAS	AN		ASYN	12	ADCN	300		FAA	IBM	INTER
									TP		ASYN	4	ADCN	300		FAA	IBM	INTER
FAA	FA086	L ANGELES	CA	213536	J.OWENS	AWE	ADMN	UAS	AN		ASYN	18	ADCN	300		FAA	IBM	INTER
									TP		ASYN	6	ADCN	300		FAA	IBM	INTER
FAA	FA087	BOSTON	MA	617273	J.OWENS	ANE	ADMN	UAS	AN		ASYN	1	ADCN	300		FAA	IBM	INTER
									TP		ASYN	1	ADCN	300		FAA	IBM	INTER
FAA	FA088	DENVER	CO	303837	J.OWENS	ARM	ADMN	UAS	AN		ASYN	1	ADCN	300		FAA	IBM	INTER
									TP		ASYN	1	ADCN	300		FAA	IBM	INTER
FAA	FA089	CHICAGO	IL	312694	J.OWENS	AGL	ADMN	UAS	AN		ASYN	1	ADCN	300		FAA	IBM	INTER
									TP		ASYN	1	ADCN	300		FAA	IBM	INTER
FAA	FA090	SEATTLE	WA	206767	J.OWENS	ANW	ADMN	UAS	AN		ASYN	1	ADCN	300		FAA	IBM	INTER
									TP		ASYN	1	ADCN	300		FAA	IBM	INTER

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FAA	FA091	FAIRBANKS	AK	907452	BUCK	AFSO	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA092	ANCHORAGE	AK	907279	BUCK	AFSO	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA093	KING SALMON	AK	907246	BUCK		ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA094	JUNEAU	AK	907789	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA095	BANGOR	ME	207942	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA096	E.BOSTON	MA	617567	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA097	BURLINGTON	VT	802862	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA098	WARWICK	RI	401294	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA099	WINDSR LOCCT		203623	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA100	PHILADELPHIA	PA	215596	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA101	BALTIMORE	MD	301761	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA102	CHARLESTON	WV	304345	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA103	PITTSBURGH	PA	412771	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA104	JACKSONVILL	FL	904641	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA105	TAMPA	FL	813876	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA106	MIAMI	FL	305526	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA107	MORRISVILL	NC	919755	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA108	MINNEAPOLI	MN	612726	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA109	SPRINGFIEL	IL	217525	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA110	CLEVELAND	OH	216744	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER

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FAA	FA111	HOUSTON	TX	713433	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA112	N.ORLEANS	LA	504729	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA113	LTTLE ROCK	AR	501374	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA114	PINEGAYAN	GM	355582	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA115	MAUI	HI	308877	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA116	HONOLULU	HI	808724	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA117	PIERRE	SD	505224	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA118	BISMARCK	ND	701255	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA119	G. JUNCTION	CO	303243	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA120	OAKLAND	CA	415562	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA121	PHOENIX	AZ	602261	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA122	LG BEACH	CA	213421	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA123	KANSAS CITY	MO	816243	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA124	ST. LOUIS	MO	314425	BUCK	AFSF	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA125	SPRINGFIELD	MO	417369	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA126	DEMOINES	IA	515284	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA127	G. ISLAND	NE	308382	BUCK	AFSF	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA128	SPOKANE	WA	509456	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA129	SEATTLE	WA	206433	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA130	PORTLND	OR	503648	BUCK	AFS	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER

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FAA	FA131	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA132	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA133	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA134	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA135	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA136	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA137	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA138	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA139	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA140	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA141	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA142	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA143	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA144	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA145	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA146	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA147	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA148	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA149	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		
FAA	FA150	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		

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FAA	FA151	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA152	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA153	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA154	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA155	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA156	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA157	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA158	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA159	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA160	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA161	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA162	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA163	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA164	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH			1	FTS			UDEL		INTER
FAA	FA165	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA166	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA167	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA168	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA169	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA170	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER

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FAA	FA171	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA172	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA173	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA174	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA175	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA176	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA177	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA178	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA179	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA180	OKC	OK	405686	BUCK	AAC	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA181	BATTLECRK	MI	619963	BUCK	FIFO	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA182	MINNEA	MN	612726	BUCK	FIFO	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA183	ATLANTCTY	NJ	609641	BUCK	FIFO	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA184	SEATTLE	WA	206767	BUCK	FIFO	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER
FAA	FA185	L.ANGELES	CA	213536	BUCK	FIFO	ADMN	PLATO	GRAPH		SYNC	1	FTS			UDEL		INTER

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FHWA	FH001	DENVER	CO	303623	WILLEY	CNTR	DFC		RJE	U9300	SYNC	1	LPP	9600		TCC	A470	BATCH
FHWA	FH002	DENVER	CO	303623	WILLEY	CNTR	DTC		GRAPH	T4014	ASYN	1	FTS	1200		TCC	A470	INTER
FHWA	FH003	DENVER	CO	303623	WILLEY	CNTR	DTC		AN	VT132	ASYN	3	FTS	1200		TCC	A470	INTER
FHWA	FH004	VANCOUVER	WA	206696	WILLEY	CNTR	DTC		RJE	U9300	SYNC	1	LPP	9600		TCC	A470	BATCH
FHWA	FH005	VANCOUVER	WA	206696	WILLEY	CNTR	DTC		GRAPH	T4014	ASYN	1	FTS	1200		TCC	A470	INTER
FHWA	FH006	VANCOUVER	WA	206696	WILLEY	CNTR	DTC		AN	VT132	ASYN	3	FTS	1200		TCC	A470	INTER
FHWA	FH007	ARLINGTON	VA	703597	WILLEY	CNTR	DTC		RJE	U9300	SYNC	1	LPP	9600		TCC	A470	BATCH
FHWA	FH008	ARLINGTON	VA	703597	WILLEY	CNTR	DTC		GRAPH	T4014	ASYN	1	FTS	1200		TCC	A470	INTER
FHWA	FH009	ARLINGTON	VA	703597	WILLEY	CNTR	DTC		AN	VT132	ASYN	4	FTS	1200		TCC	A470	INTER
FHWA	FH010	MCLEAN	VA	703821	WILLEY	DIV	R&D		RJE	U9300	ASYN	1	LPP	9600		TCC	A470	BATCH
FHWA	FH011	ALBANY	NY	518472	WILLEY	RGI	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH012	HARTFORD	CT	203244	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH013	TRENTON	NJ	609724	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH014	MONTPEL	VT	802223	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH015	AUGUSTA	ME	207622	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH016	ALBANY	NY	518472	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH017	BOSTON	MA	617223	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH018	HATOREY	PR	617223	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH019	CONCORD	NH	603224	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH020	PROVID	RI	401528	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER

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NAC ADMIN	ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
FHWA	FH021	BALTIMORE	MD	301962	WILLEY	RG3	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH022	DOVER	DE	302678	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH023	HARRISBRG	PA	717787	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH024	WASH	DC	202557	WILLEY	HDQT	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH025	RICHMOND	VA	804222	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH026	BALTIMORE	MD	301679	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH027	CHRLSTWN	WV	304343	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH028	ATLANTA	GA	404469	WILLEY	RG4	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH029	MONTGMRY	AL	205258	WILLEY	RG4	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH030	JACKSON	MS	601969	WILLEY	RG4	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH031	TALLA	FL	904576	WILLEY	RG4	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH032	RALEIGH	NC	919934	WILLEY	RG4	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH033	ATLANTA	GA	404881	WILLEY	RG4	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH034	COLUMBIA	SC	803794	WILLEY	RG4	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH035	FRANKFORT	KY	502227	WILLEY	RG4	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH036	NASHVILLE	TN	615327	WILLEY	RG4	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH037	HOMEWOOD	IL	312798	WILLEY	RG5	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH038	SPRINGFLD	IL	217525	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH039	INDIAN	IN	317247	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH040	LANSING	MI	517321	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER

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FEDERAL HIGHWAY ADMINISTRATION

TERMINAL LOCATIONS

TIME PERIOD : 1981

NAL ADMIN ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
FHWA	FH041 STPAUL	MN	612224	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTR
FHWA	FH042 COLUMBUS	OH	614237	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH043 MADISON	WI	608244	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH044 FTWRTH	TX	817624	WILLEY	RGS	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH045 LITTLEROC	AR	501374	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH046 BATONRGE	LA	504355	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTR
FHWA	FH047 SANTEFE	NM	505471	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH048 OAKCITY	OK	405231	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH049 AUSTIN	TX	512478	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH050 KNSCITY	OK	512478	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH051 AMES	IA	515233	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH052 TOPEKA	KS	913295	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH053 TOPEKA	KS	314751	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH054 LINCOLN	NB	402471	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH055 DENVER	CO	303837	WILLEY	RG8	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH056 DENVER	CO	303327	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH057 PIERRE	SD	605224	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH058 SALTLAKE	UT	801524	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH059 BISMARK	ND	701223	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH060 CHEYENNE	WY	307638	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER

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FEDERAL HIGHWAY ADMINISTRATION

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TIME PERIOD : 1981

ADMIN	NAC ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF TYPE
FHWA	FH061	SANFRAN	CA	415876	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH062	PHOENIX	AZ	602261	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH063	SACRAMNTO	CA	916927	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH064	HONOLULU	HI	808526	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH065	CARSONCTY	NV	702885	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH066	PORTLAND	OR	503648	WILLEY	RG10	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH067	JUNEAU	AK	907789	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH068	BOISE	ID	208384	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH069	SALEM	OR	503581	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH070	OLYMPIA	WA	206753	WILLEY	DIV	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH071	ARLINGTON	VA	703557	WILLEY	RG15	FMIS		AN		ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH072	WASH	DC	202426	WILLEY	HDQT	FMIS		AN		ASYN	5	CABL	1200		TCC	A470	INTER
FHWA	FH073	WASH	DC	202426	WILLEY	HDQT	BMCS		AN	ADM42	ASYN	1	CABL	1200		TCC	A470	INTER
FHWA	FH074	ALBANY	NY	518427	WILLEY	RG1	MCSI		AN	ADM42	ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH075	ATLANTA	GA	404469	WILLEY	RG4	MCSI		AN	ADM42	ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH076	ATLANTA	IL	312798	WILLEY	RG5	MCSI		AN	ADM42	ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH077	FTWRTH	TX	817624	WILLEY	RG6	MCSI		AN	ADM42	ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH078	DENVER	CO	303327	WILLEY	RG8	MCSI		AN	ADM42	ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH079	PORTLAND	OR	503648	WILLEY	RG10	MCSI		AN	ADM42	ASYN	1	VAN	1200		TCC	A470	INTER
FHWA	FH080	ARLINGTON	VA	703557	WILLEY	RG15	MCSI		AN	ADM42	ASYN	1	VAN	1200		TCC	A470	INTER

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FEDERAL HIGHWAY ADMINISTRATION

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NAC	LOCATION			CONTACT	AGENCY INF			TERMINAL INF			CIRCUIT INF			RESOURCE		TRAF
ADMIN	ID	CITY	ST	ACEX	OFF	PROG	APPL	TYPE	MODEL	SYNC	NDV	TYPE	SPEED	GSA-ID	CNTR	HOST	TYPE
FHWA	FH081	BALTIMORE	MD	301962 WILLEY	RG3	MCSI		AN	ADM42	ASYN	1	VAN	1200		TCC	A470	INTER

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FEDERAL RAILROAD ADMINISTRATION

TERMINAL LOCATIONS

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ADMIN	NAC ID	CITY	LOCATION ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRIP TYPE
FRA	FR001	WASH	DC	202426	FINKELSTEIN	HDQT	RS		TP	AJ832	ASYN	1	LD	300		BOEIN	I3033	INTER
FRA	FR002	WASH	DC	202426	FINKELSTEIN	HDQT	RS		TP	AJ832	ASYN	1	LD	300		BOEIN	I3033	INTER
FRA	FR003	WASH	DC	202426	FINKELSTEIN	HDQT	RS		TP	AJ832	ASYN	1	LD	300		BOEIN	I3033	INTER
FRA	FR004	WASH	DC	202426	FINKELSTEIN	HDQT	RS		AN	V203	ASYN	1	LD	300		BOEIN	I3033	INTER
FRA	FR005	WASH	DC	202426	FINKELSTEIN	HDQT	RS		TP	TI700	ASYN	1	LD	300		BOEIN	I3033	BATCH
FRA	FR006	WASH	DC	202426	FINKELSTEIN	HDQT	RS		TP	TI700	ASYN	1	LD	300		BOEIN	I3033	BATCH
FRA	FR007	WASH	DC	202426	FINKELSTEIN	HDQT	RS		AN	T4013	ASYN	1	LD	1200		BOEIN	I3033	GRAPH
FRA	FR008	WASH	DC	202426	CHIN	HDQT	POL		RJE	D100	SYNC	1	LPP	4800		BOEIN	I3033	BATCH
FRA	FR009	WASH	DC	202426	CHIN	HDQT	POL		RJE	D100	SYNC	1	LPP	4800		INFOR	I3033	BATCH
FRA	FR010	WASH	DC	202426	CHIN	HDQT	POL		TP	AJ860	ASYN	1	LD	300		BOEIN	I3033	INTER
FRA	FR011	WASH	DC	202426	CHIN	HDQT	POL		TP	AJ860	ASYN	1	LD	300		INFOR		INTER
FRA	FR012	WASH	DC	202426	CHIN	HDQT	POL		TP	TI700	ASYN	1	LD	1200		BOEIN	I3033	INTER
FRA	FR013	WASH	DC	202426	CHIN	HDQT	POL		TP	TI700	ASYN	1	LD	1200		INFOR		INTER
FRA	FR014	WASH	DC	202426	CHIN	HDQT	POL		AN	T4015	ASYN	1	LD	1200		BOEIN	I3033	GRAPH
													LD	1200		BOEIN	I3033	GRAPH
FRA	FR015	WASH	DC	202426	CHIN	HDQT	POL		AN	T4027	ASYN	1	LD	1200		BOEIN	I3033	GRAPH
													LD	1200		INFOR		GRAPH
FRA	FR016	WASH	DC	202426	LIFSKY	HDQT	FA		TP	AJ860	ASYN	1	LD	300		TYMSH	I370	INTER
FRA	FR017	WASH	DC	202426	MINTON	HDQT	ADMN	ACCT	TP	EXEC	ASYN	1	LD	300		CS	UNIS	
FRA	FR018	WASH	DC	202426	COCHRAN	HDQT	ADMN	PROC	AN	D3000	ASYN	1	LD	1200		ADP	DEC1	INTER
FRA	FR019	WASH	DC	202426	COCHRAN	HDQT	ADMN	PROC	AN	D3000	ASYN	1	LD	1200		ADP	DEC1	INTER
FRA	FR020	PUEBLO	CO	215326	HAAS	TTC	ADMN	TEST	AN	HVIP	SYNC	16	CABL	2400		TTC	H660	

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NATIONAL HIGHWAY TRAFFIC & SAFETY ADMINISTRATION

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NHTSA	NH101 CAMBRIDGE	MA	617494	WITT	RG1	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH102 ATLANTA	GA	404881	WITT	RG4	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH103 CHICAGO	IL	312756	WITT	RG5	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH104 LAKEWOOD	CO	303234	WITT	RG8	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH105 SANFRAN	CA	415556	WITT	RG9	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH106 SEATTLE	WA	206442	WITT	RG10	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH107 WHITEPLNS	NY	914761	WITT	RG2	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH108 LINTHICUM	MD	301796	WITT	RG3	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH109 FTWRTH	TX	817334	WITT	RG6	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH110 KNSCITY	MO	816926	WITT	RG7	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH201 SACRAMNTO	CA	916443	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH202 DENVER	CO	303623	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH203 ATLANTA	GA	404881	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH204 SPRINGFLD	IL	217753	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH205 CONCORD	NH	603224	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH206 OLYMPIA	WA	206753	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH207 MONTGMRY	AL	206753	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH208 JUNEAU	AK	907789	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH209 PHOENIX	AZ	602257	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH210 LITTLERCK	AR	501378	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER

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NAC ADMIN	ID	LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NOV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TAC TYPE
NHTSA	NH211	WETHERFLD	CT	203244	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH212	DOVER	DE	302487	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH213	WASH	DC	202426	WITT	HDQT	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH214	TALLA	FL	904224	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH215	HONOLULU	HI	808546	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH216	BOISE	ID	208344	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH217	INDIAN	IN	208344	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH218	DESMOINES	IA	515288	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH219	TOPEKA	KS	913267	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH220	FRANKFORT	KY	502223	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH221	BATONRGE	LA	504389	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH222	AUGUSTA	ME	207622	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH223	PIKESVLE	MD	301406	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH224	BOSTON	MA	617451	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH225	LANSING	MI	517372	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH226	STPAUL	MN	612339	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH227	JACKSON	MS	601969	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH228	JEFFCITY	MO	314636	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH229	HELENA	MT	406449	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH230	LINCOLN	PR	402471	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER

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NHTSA	NH231 CARSNCITY	NV	702885	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH232 TRENTON	NJ	609392	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH233 SANTEFE	NM	505988	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH234 ALBANY	NY	518445	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH235 RALEIGH	NC	919549	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH236 BISMARK	ND	701255	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH237 COLUMBUS	OH	614463	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH238 OAKCITY	OK	405232	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH239 SALEM	OR	503378	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH240 HARRISBRG	PA	717782	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH241 SANTURCE	PR	717782	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH242 PROVIDNCE	RI	401272	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	DDD	300		INFOR	I370	INTER
NHTSA	NH243 COLUMBIA	SC	803765	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH244 PIERRE	SD	605224	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH245 NASHVILLE	TN	615244	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH246 AUSTIN	TX	512926	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH247 SALTLAKE	UT	801364	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH248 MONTPLR	UT	802223	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH249 RICHMOND	VA	804348	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER
NHTSA	NH250 CHRLSTWN	WV	303343	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
					FLD	RD	FARS	TP	DECII	ASYN	1	WATS	300		INFOR	I370	INTER

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NAC ADMIN ID	CITY	LOCATION ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRMF TYPE
NHTSA	NH251 MADISON	WI	608251	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH252 CHEYENNE	WY	307779	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH310 KANKAKEE	IL	815937	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH271 KINGSTON	NY	914331	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH268 ERIE	NY	814453	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	VAN	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH269 SPRINGFLD	PA	215544	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH290 BERGEN	NJ	******	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		INTER
NHTSA	NH287 LACKAWNA	PA	******	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH311 PHILA	PA	215597	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	VAN	300		INFOR		BATCH
												WATS	300		MAUTO		BATCH
NHTSA	NH312 ALLISONPK	PA	412486	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH291 RUTHERFRD	NC	704287	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH264 DALLAS	TX	214749	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	VAN	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH292 DOUGLAS	NB	402799	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		
												WATS	300		MAUTO		BATCH
NHTSA	NH293 CONCORD	CA	415687	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH

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NHTSA	NH317 EDENBURG	TX	512383	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH318 SEATTLE	WA	206442	WITT	RG10	RD	NASS	TP	DECII	ASYN	1	VAN	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH262 BLMNGTON	IN	812332	WITT	ZNA	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH263 BUFFALO	NY	716842	WITT	ZNB	RD	NASS	TP	DECII	ASYN	1	VAN	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH274 SAN ANTON	TX	512227	WITT	ZNC	RD	NASS	TP	DECII	ASYN	1	VAN	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH275 DOWNY	CA	213923	WITT	ZND	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH285 CHICAGO	IL	312353	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	VAN	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH261 WASH	DC	202426	WITT	HDQT	RD	NASS	TP	DECII	ASYN	1	LD	300		INFOR		INTER
												LD	300		MAUTO		BATCH
NHTSA	NH270 MUSKEGON	MI	616722	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH287 STLOUIS	MO	314231	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	VAN	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH288 GENESSEE	MI	313640	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH286 STJOSEPH	MI	616983	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH309 MERLVLE	IN	219769	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH

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NHTSA	NH294 GILPIO	CO	******	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH295 YUMA	AZ	602782	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH315 ALBRQ	NM	505958	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	VAN	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH316 STURGESS	SD	605347	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH313 SCOTIA	NY	518377	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH267 FTLAUDER	FL	305463	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	VAN	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH265 MONTEVALO	AL	205665	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH266 MONTECELO	AR	501367	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH359 MTVERNUN	WA	501367	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH314 NORTHPRT	AL	205752	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH446 BUFFALO	NY	716842		FLD	RD		RJE	HR160	SYNC	1	LD	2400		CALSF		BATCH
NHTSA	NH447 WASH	DC	202426	CLARKE	HDQT	RD	ENG	AN	HR160	ASYN	1	LD	1200		GE		INTER
NHTSA	NH448 WASH	DC	202426	KANIATHRA	HDQT	RD	ENG	AN	HR160	ASYN	1	LD	1200		MAUTO		IP
NHTSA	NH449 WASH	DC	202426	HAINES	HDQT	RD	DPR	AN	VT100	ASYN	1	LD	1200		TYMSH		INTER
NHTSA	NH450 WASH	DC	202426	HAINES	HDQT	RD	DPR	TP	VT100	ASYN	1	LD	300		TYMSH		INTER

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NHTSA	NH451	WASH	DC	202426 GOETTE	HDQT	RD	FUELS	PORT	C1203	ASYN	2	MISC	300		MISC		INTER
NHTSA	NH452	WASH	DC	202426 GOETTE	HDQT	RD	TEST	PORT	TI745	ASYN	3	MISC	300		MISC		INTER
NHTSA	NH453	WASH	DC	202426 GOETTE	HDQT	RD	TEST	PORT	TI765	ASYN	3	MISC	300		MISC		INTER
NHTSA	NH454	WASH	DC	202426 EISEMANN	HDQT	RD		AN	V203	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH455	WASH	DC	202426 LOMBARDO	HDQT	RD		PORT	TI765	ASYN	3	MISC	300		MISC		INTER
NHTSA	NH043	WASH	DC	202426 WITT	HDQT	RD	AID	TP		ASYN	1	LD	300		INFOR		INTER
NHTSA	NH044	WASH	DC	202426 WITT	HDQT	RD	AID	TP		ASYN	1	LD	300		INFOR		INTER
NHTSA	NH045	WASH	DC	202426 WITT	HDQT	RD	AID	TP		ASYN	1	LD	300		INFOR		INTER
NHTSA	NH046	WASH	DC	202426 WITT	HDQT	RD	AID	TP		ASYN	1	LD	300		INFOR		INTER
NHTSA	NH063	WASH	DC	202426 WITT	HDQT	RD	AID	TP		ASYN	1	LD	300		INFOR		INTER
NHTSA	NH064	WASH	DC	202426 WITT	HDQT	RD	AID	TP		ASYN	1	LD	300		INFOR		INTER
NHTSA	NH001	WASH	DC	202426 WITT	HDQT	RD	IMD	AN	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH005	WASH	DC	202426 WITT	HDQT	RD	IMD	AN	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH007	WASH	DC	202426 WITT	HDQT	RD	IMD	AN	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH001	WASH	DC	202426 WITT	HDQT	RD	IMD	AN	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH012	WASH	DC	202426 WITT	HDQT	RD	IMD	AN	TK401	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH017	WASH	DC	202426 WITT	HDQT	RD	IMD	TP	AJ630	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH021	WASH	DC	202426 WITT	HDQT	RD	IMD	TP	AJ630	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH024	WASH	DC	202426 WITT	HDQT	RD	IMD	TP	AJ630	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH029	WASH	DC	202426 WITT	HDQT	RD	IMD	TP	AJ630	ASYN	1	LD	300		INFOR		INTER

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NAC ADMIN	ID	CITY	LOCATION ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	TRAF
NHTSA	NH035	WASH	DC	202426	WITT	HDQT	RD	IMD	TP	ADM3A	ASYN	1	LD	300		INFOR		INTL
NHTSA	NH066	WASH	DC	202426	WITT	HDQT	RD	IMD	TP	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH069	WASH	DC	202426	WITT	HDQT	RD	IMD	TP	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH020	WASH	DC	202426	WITT	HDQT	RD	IMD	TP	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH046	WASH	DC	202426	WITT	HDQT	RD	IMD	TP	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH013	WASH	DC	202426	WITT	HDQT	RD	MAD	TP	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH022	WASH	DC	202426	WITT	HDQT	RD	MAD	TP	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH023	WASH	DC	202426	WITT	HDQT	RD	MAD	TP	AJ630	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH025	WASH	DC	202426	WITT	HDQT	RD	MAD	AN	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH029	WASH	DC	202426	WITT	HDQT	RD	MAD	AN	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH030	WASH	DC	202426	WITT	HDQT	RD	MAD	AN	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH031	WASH	DC	202426	WITT	HDQT	RD	MAD	AN	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH034	WASH	DC	202426	WITT	HDQT	RD	MAD	AN	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH048	WASH	DC	202426	WITT	HDQT	RD	MAD	AN	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH051	WASH	DC	202426	WITT	HDQT	RD	MAD	AN	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH068	WASH	DC	202426	WITT	HDQT	RD	MAD	AN	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH600	WASH	DC	202426	WITT	HDQT	RD		PORT	C1132	ASYN	6	LD	300		MISC		INTL
NHTSA	NH601	WASH	DC	202426	WITT	HDQT	RD		PORT	TI765	ASYN	1	LD	300		MISC		INTL
NHTSA	NH400	WASH	DC	202426	PAVLOVIC	HDQT	ENF	DEF	AN	HZ510	ASYN	1	LD	300		INFOR	I370	INTL
													LD	300		BOEIN	I360	INTL

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NHTSA	NH401	WASH	DC	202426	PAVLOVIC	HDQT	ENF	DEF	AN	HZ510	ASYN	1 LD	300			INFOR I370	INTER
												LD	300			BOEIN I360	INTER
NHTSA	NH402	WASH	DC	202426	PAVLOVIC	HDQT	ENF	DEF	AN	HZ510	ASYN	1 LD	300			INFOR I370	INTER
												LD	300			BOEIN I360	INTER
NHTSA	NH403	WASH	DC	202426	PAVLOVIC	HDQT	ENF	DEF	AN	HZ510	ASYN	1 LD	300			INFOR I370	INTER
												LD	300			BOEIN I360	INTER
NHTSA	NH404	WASH	DC	202426	PAVLOVIC	HDQT	ENF	DEF	AN	HZ510	ASYN	1 LD	300			INFOR I360	INTER
												LD	300			BOEIN I360	INTER
NHTSA	NH405	WASH	DC	202426	PAVLOVIC	HDQT	ENF	DEF	AN	HZ510	ASYN	1 LD	300			INFOR I370	INTER
												LD	300			BOEIN I360	INTER
NHTSA	NH406	WASH	DC	202426	PAVLOVIC	HDQT	ENF	DEF	AN	HZ510	ASYN	1 LD	300			INFOR I370	INTER
												LD	300			BOEIN I360	INTER
NHTSA	NH407	WASH	DC	202426	PAVLOVIC	HDQT	ENF	DEF	AN	HZ510	ASYN	1 LD	300			INFOR I360	INTER
												LD	300			BOEIN I360	INTER
NHTSA	NH408	WASH	DC	202426	PAVLOVIC	HDQT	ENF	DEF	PORT	C1202	ASYN	6 MISC	300			MISC	INTER
NHTSA	NH414	WASH	DC	202426	KAHANE	HDQT	ADMN	PP	TP	AJ630	ASYN	1 LD	300			INFOR I370	INTER
NHTSA	NH415	DENVER	CO	303234		RG8	ADMN		AN	V203	ASYN	1 DDD	300			MAUTO I370	INTER
NHTSA	NH416	CAMBRIDGE	MA	617494		RG1	ADMN	FMIAS	TP	AJ630	ASYN	1 DDD	300			MAUTO I370	INTER
NHTSA	NH417	WHITEPLNS	NY	914761		RG2	ADMN	FMIAS	TP	AJ630	ASYN	1 DDD	300			MAUTO I370	INTER
NHTSA	NH418	LINTHICUM	MD	301796		RG3	ADMN	FMIAS	TP	AJ630	ASYN	1 DDD	300			MAUTO I370	INTER
NHTSA	NH419	ATLANTA	GA	404881		RG4	ADMN	FMIAS	TP	AJ630	ASYN	1 DDD	300			MAUTO I370	INTER
NHTSA	NH420	CHICAGO	IL	312756		RG5	ADMN	FMIAS	TP	AJ630	ASYN	1 DDD	300			MAUTO I370	INTER
NHTSA	NH421	SEATTLE	WA	206442		RG10	ADMN	FMIAS	TP	AJ630	ASYN	1 DDD	300			MAUTO I370	INTER

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NHTSA	NH422	KNSCITY	MO	816926	RG7	ADMN		AN	TM315	ASYN	1	DDD	300		MAUTO	I370	INTER
												LD	300		GE		INTER
NHTSA	NH423	SAN FRAN	CA	415556	RG9	ADMN		AN	TM315	ASYN	1	DDD	300		MAUTO	I370	INTER
												DDD	300		GE		INTER
NHTSA	NH424	WASH	DC	202426	OSE	HDQT	ADMN FMIAS	AN	H2000	ASYN	1	DDD	1200		MAUTO	I370	INTER
NHTSA	NH425	WASH	DC	202426	OSE	HDQT	ADMN FMIAS	AN	H2000	ASYN	1	DDD	1200		MAUTO	I370	INTER
NHTSA	NH426	WASH	DC	202426	OSE	HDQT	ADMN FMIAS	AN	H1510	ASYN	1	DDD	1200		MAUTO	I370	INTER
NHTSA	NH427	WASH	DC	202426	MORAN	HDQT	ADMN CCT	AN	H1510	ASYN	1	DDD	1200		CDC		INTER
NHTSA	NH428	WASH	DC	202426	PAULSON	HDQT	ADMN MSRV	RJE		SYNC	1	LD	4800		INFOR		INTER
												DDD	2400		UCOMP	UNIV	INTER
												DDD	2400		APL		INTER
												DDD	2400		MAUTO	I370	INTER
												DDD	2400		UMICH	I370	INTER
NHTSA	NH429	WASH	DC	202426	PAULSON	HDQT	ADMN MSRV	RJE		SYNC	1	LD	4800		INFOR		INTER
												DDD	2400		UCOMP	UNIV	INTER
												DDD	2400		APL		INTER
												DDD	2400		MAUTO	I370	INTER
												DDD	2400		UMICH	I370	INTER
NHTSA	NH439	WASH	DC	202426	PAULSON	HDQ	ADMN MSRV	RJE		SYNC	1	LD	4800		INFOR		BATCH
												DDD	1200		UCOMP	UNIV	BATCH
												DDD ease undelete any deleted files you wish to					
1200		APL	UNIV	BATCH													
												DDD	1200		MAUTO	I370	BATCH
												DDD	1200		UMICH	I370	BATCH
NHTSA	NH440	WASH	DC	202426	MILLER	HDQ	ADMN PA	AN	H1520	ASYN	1	LD	300		INFOR	I370	INTER
NHTSA	NH441	WASH	DC	202426	PAULSON	HDQ	ADMN WP	TP	X1740	ASYN	1	DDD	300		BOWNE	I370	INTER
NHTSA	NH442	WASH	DC	202426	BELFIORE	HDQ	ADMN TA	AN	V203	ASYN	1	CABL	300		TCC	AMDHL	INTER

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[illegible] ID	CITY	ST ACEY	OFF	PROG	APPL	TYPE	MODEL	SYNC	NDV	TYPE	SPEED	GSA-ID	CNTR	HOST	TYPE
NHTSA	NH44[illegible]	WASH DC 202426	PAULSON	HDQ	ADMN	MULTI	PORT	C1203	ASYN	2	MISC	300		MISC	INTER
[illegible]	NH4[illegible]	WASH DC 202426	WEISS	HDQT	ADMN	RM	AN	T4014	ASYN	1	LD	300		INFOR I370	INTER
[illegible]	NH4[illegible]	WASH DC 202426	VENTURRI	HDQT	SAF	STAT	TP	AJ630	ASYN	1	LD	300		INFOR	INTER
[illegible]	NH4[illegible]	WASH DC 202426	VENTURRI	HDQT	SAF	STAT	TP	AJ630	ASYN	1	LD	300		INFOR	INTER
NHTSA	NH4[illegible]	WASH DC 202426	OGDEN	HDQT	SAF	INQ DOCKET	TP	AJ630	ASYN	1	LD	300		INFOR	INTER
NHTSA	NH4[illegible]	WASH DC 202426	OGDEN	HDQT	SAF	INQ DOCKET	AN	HZ200	ASYN	1	LD	300		INFOR	INTER
NHTSA	NH424	WASH DC 202426	OGDEN	HDQT	SAF	INQ DOCKET	AN	HZ200	ASYN	1	LD	300		INFOR	INTER
NHTSA	NH465	WASH DC 202426	ROLLWELL	HDQT	SAF	NDR	TP	AJ630	ASYN	1	CABL	300		TCC AMDHL	INTER
NHTSA	NH46[illegible]	WASH DC 202426	KLEIN	HDQT	SAF	STAT	TP	AJ630	ASYN	1	LD	300		NIH	INTER
NHTSA	NH468	WASH DC 202426	KLEIN	HDQT	SAF	STAT	TP	AJ630	ASYN	1	LD	300		NIH	INTER
NHTSA	NH467	WASH DC 202426	KLEIN	HDQT	SAF	STAT	TP	AJ630	ASYN	1	LD	300		NIH	INTER
NHTSA	NH469	WASH DC 202426	KLEIN	HDQT	SAF	STAT	TP	NC260	ASYN	1	LD	300		NIH	INTER
NHTSA	NH470	WASH DC 202426	KLEIN	HDQT	SAF	STAT	TP	08025	ASYN	1	LD	300		NIH	INTER
NHTSA	NH471	WASH DC 202426	VENTURRI	HDQT	SAF	STAT	TP	TM315	ASYN	1	LD	300		TYMSH	INTER
NHTSA	NH47[illegible]	WASH DC 202426	VENTURRI	HDQT	SAF	NPRS	TP	TM350	ASYN	1	LD	1200		INFOR	INTER
											LD	1200		TYMSH	INTER
											LD	1200		BOEIN	INTER

DEPARTMENT OF TRANSPORTATION

RESEARCH AND SPECIAL PROJECTS ADMINISTRATION

TERMINAL LOCATIONS

TIME PERIOD : 1981

ADMIN	NAC ID	CITY	LOCATION ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	PAGE TYPE
RSPA	RS009	WASH	DC	202426	D.JOHNSON	HDQT			TP	AJ660	ASYN	1	LPP	1200	7558940	TSC	DEC10	INTER
RSPA	RS00?	WASH	DC	202426	D.JOHNSON	HDQT			AN	B107	ASYN	1	LPP	1200	7558940	TSC	DEC10	INTER
RSPA	RS002	WASH	DC	202426	D.JOHNSON	HDQT			AN	B150	ASYN	1	LPP	1200	7558940	TSC	DEC1	INTER
RSPA	RS00?	WASH	DC	202426	D.JOHNSON	HDQT			AN	B150	ASYN	1	LPP	1200	7558940	TSC	DEC10	INTER
RSPA	RS010	WASH	DC	202426	D.JOHNSON	HDQT			TP	CT107	ASYN	1	LPP	1200	7558940	TSC	DEC10	INTER
RSPA	RS011	WASH	DC	202426	D.JOHNSON	HDQT			TP	X1640	ASYN	1	LPP	1200	7558940	TSC	DEC10	INTER
RSPA	RS017	WASH	DC	202426	D.JOHNSON	HDQT			PORT	EXPT	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
RSPA	RS02?	WASH	DC	202426	D.JOHNSON	HDQT			PORT	EXPT	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
RSPA	RS014	WASH	DC	202426	D.JOHNSON	HDQT			PORT	DECII	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
RSPA	RS013	WASH	DC	202426	D.JOHNSON	HDQT			PORT	LA36	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
RSPA	RS02?	WASH	DC	202426	D.JOHNSON	HDQT			PORT	LA36	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
RSPA	RS027	WASH	DC	202426	D.JOHNSON	HDQT			PORT	LA36	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
RSPA	RS004	WASH	DC	202426	D.JOHNSON	HDQT			AN	T4014	ASYN	1	LPP	1200	7558940	TSC	DEC10	INTER
RSPA	RS008	WASH	DC	202426	D.JOHNSON	HDQT			TP	T4631	ASYN	1	LPP	1200	7558940	TSC	DEC10	INTER
RSPA	RS01?	WASH	DC	202426	D.JOHNSON	HDQT			PORT	TDATA	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
RSPA	RS023	WASH	DC	202426	D.JOHNSON	HDQT			PORT	TI735	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
RSPA	RS025	WASH	DC	202426	D.JOHNSON	HDQT			PORT	TI735	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
RSPA	RS024	WASH	DC	202426	D.JOHNSON	HDQT			PORT	TI735	ASYN	1	LPP	300	7558940	TSC	DEC10	INTR
RSPA	RS01?	WASH	DC	202426	D.JOHNSON	HDQT			PORT	TI745	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
RSPA	RS023	WASH	DC	202426	D.JOHNSON	HDQT			PORT	TI745	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER

DEPARTMENT OF TRANSPORTATION

REASEARCH AND SPECIAL PROJECTS ADMINISTRATION

TERMINAL LOCATIONS

TIME PERIOD : 1981

	[illegible]		LOCATION		CONTACT	AGENCY INF			TERMINAL INF				CIRCUIT INF			RESOURCE		TRAF
ADMIN	ID	CITY	ST	ACEX		OFF	PROG	APPL	TYPE	MODEL	SYNC	NDV	TYPE	SPEED	GSA-ID	CNTR	HOST	TYPE
[illegible]	[illegible]	WASH	DC	202426	D.JOHNSON	HDQT			PORT	TI745	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
[illegible]	[illegible]	[illegible]	DC	202426	D.JOHNSON	HDQT			PORT	TI745	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
[illegible]	[illegible]	WASH	DC	202426	D.JOHNSON	HDQT			PORT	TI745	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
[illegible]	[illegible]	WASH	DC	202426	D.JOHNSON	HDQT			PORT	TI745	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
[illegible]	[illegible]	WASH	DC	202426	D.JOHNSON	HDQT			PORT	TI765	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
[illegible]	[illegible]	WASH	DC	202426	D.JOHNSON	HDQT			AN	V201	ASYN	1	LPP	1200	7558940	TSC	DEC10	INTER
[illegible]	[illegible]	WASH	DC	202426	D.JOHNSON	HDQT			AN	V201	ASYN	1	LPP	1200	7558940	TSC	DEC10	INTER
[illegible]	[illegible]	WASH	DC	202426	D.JOHNSON	HDQT			AN	VT120	ASYN	1	LPP	1200	7558940	TSC	DEC10	INTER
[illegible]	[illegible]	WASH	DC	202426	D.JOHNSON	HDQT			WP	X850	ASYN	1	FTS	75		BOWNE	DEC10	BATCH
[illegible]	[illegible]	WASH	DC	202426	D.JOHNSON	HDQT			WP	X850	ASYN	1	FTS	75		BOWNE	DEC10	BATCH
[illegible]	[illegible]	WASH	DC	202426	D.JOHNSON	HDQT			WP	X850	ASYN	1	FTS	75		BOWNE	DEC10	BATCH
RSPA	[illegible]	WASH	DC	202426	D.JOHNSON	HDQT			WP	X850	ASYN	1	FTS	75		BOWNE	DEC10	BATCH
[illegible]	[illegible]	WASH	DC	202426	D.JOHNSON	HDQT			WP	X850	ASYN	1	FTS	75		BOWNE	DEC10	[illegible]
RSPA	[illegible]	WASH	DC	202426	D.JOHNSON	HDQT			WP	X850	ASYN	1	FTS	75		BOWNE	DEC10	BATCH
[illegible]	[illegible]	WASH	DC	202426	D.JOHNSON	HDQT			WP	X850	ASYN	1	FTS	75		BOWNE	DEC10	[illegible]
RSPA	[illegible]	WASH	DC	202426	D.JOHNSON	HDQT			WP	X850	ASYN	1	FTS	75		BOWNE	DEC10	BATCH
[illegible]	[illegible]	WASH	DC	202426	D.JOHNSON	HDQT			WP	X860	ASYN	1	DDD	300		TSC	DEC10	INTER

DEPARTMENT OF TRANSPORTATION

URBAN MASS TRANSIT ADMINISTRATION

TERMINAL LOCATIONS

TIME PERIOD : 1981

NAC ADMIN ID		LOCATION CITY	ST	ACEX	CONTACT	AGENCY INF OFF	PROG	APPL	TERMINAL INF TYPE	MODEL	SYNC	NDV	CIRCUIT INF TYPE	SPEED	GSA-ID	RESOURCE CNTR	HOST	FAC TYPE
UMTA	UM001	WASH	DC	202426	MITCHELL	HDOT	G&L		AN	RM40+	ASYN	7	CABL	1200		TCC	A470	BATCH
UMTA	UM002	CAMBRIDGE	MA	617494	MITCHELL	RG1	G&L		AN	RM40+	ASYN	1	FTS	1200		TCC	A470	BATCH
UMTA	UM003	NYC	NY	212264	MITCHELL	RG2	G&L		AN	RM40+	ASYN	1	FTS	1200		TCC	A470	BATCH
UMTA	UM004	PHILA	PA	215597	MITCHELL	RG3	G&L		AN	RM40+	ASYN	1	FTS	1200		TCC	A470	BATCH
UMTA	UM005	ATLANTA	GA	404881	MITCHELL	RG4	G&L		AN	RM40+	ASYN	1	FTS	1200		TCC	A470	BATCH
UMTA	UM006	CHICAGO	IL	312353	MITCHELL	RG5	G&L		AN	RM40+	ASYN	1	FTS	1200		TCC	A470	BATCH
UMTA	UM007	FT WORTH	TX	817334	MITCHELL	RG6	G&L		AN	RM40+	ASYN	1	FTS	1200		TCC	A470	BATCH
UMTA	UM008	KANSASCTY	MO	816926	MITCHELL	RG7	G&L		AN	RM40+	ASYN	1	FTS	1200		TCC	A470	BATCH
UMTA	UM009	DENVER	CO	303837	MITCHELL	RG8	G&L		AN	RM40+	ASYN	1	FTS	1200		TCC	A470	BATCH
UMTA	UM010	SAN FRAN	CA	415556	MITCHELL	RG9	G&L		AN	RM40+	ASYN	1	FTS	1200		TCC	A470	BATCH
UMTA	UM011	SEATTLE	WA	206442	MITCHELL	RG10	G&L		AN	RM40+	ASYN	1	FTS	1200		TCC	A470	BATCH
UMTA	UM012	WASH	DC	202426	MITCHELL	HDOT	G&L		AN	I2260	ASYN	5	CABL	1200		TCC	A470	INTER
UMTA	UM013	WASH	DC	202426	MITCHELL	HDOT	RD		PORT	TI745	ASYN	7	DDD	300				INTER

END

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